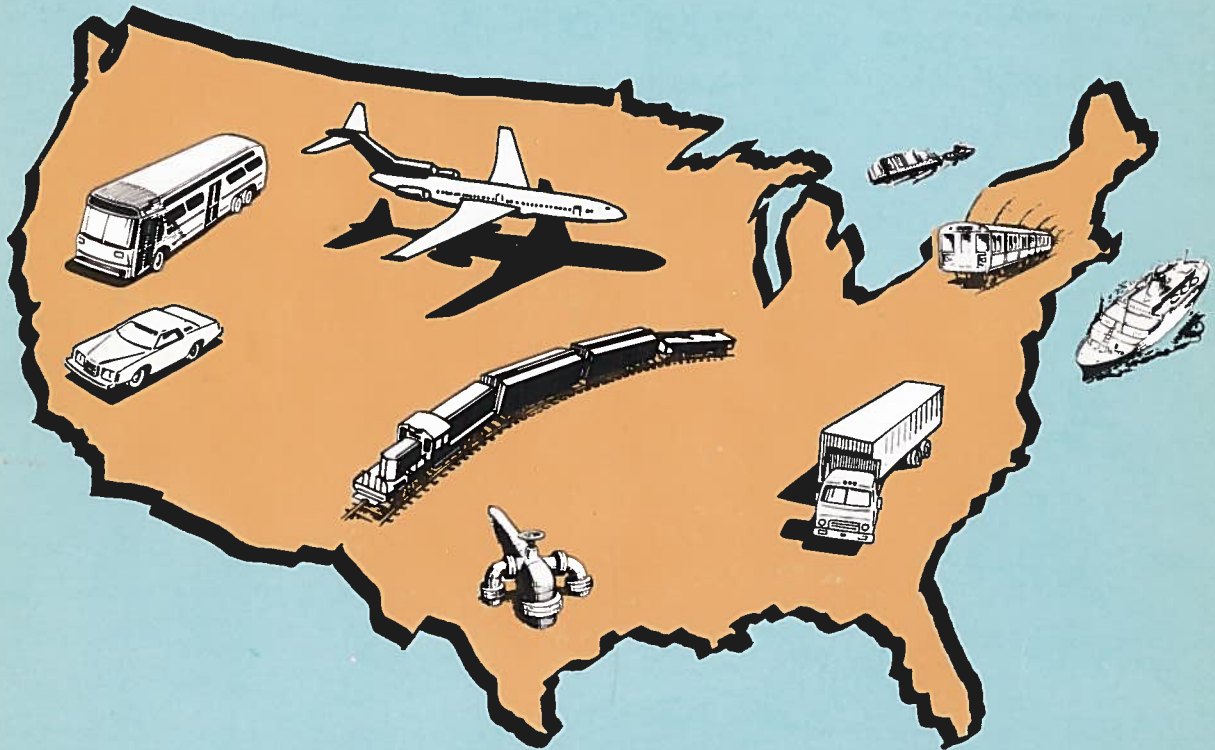


# National Transportation Statistics



NOVEMBER 1977  
ANNUAL REPORT

Prepared by

**Transportation Systems Center  
Transportation Information Division  
Statistical Information Reporting Branch  
Kendall Sq., Cambridge MA 02142**

**TECHNOLOGY SHARING** A PROGRAM OF THE UNITED STATES  
DEPARTMENT OF TRANSPORTATION

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16. Abstract  This report is a summary of selected national transportation statistics from a wide variety of government and private sources. Included are cost, inventory, and performance data describing the passenger and cargo operations of the following modes: air carrier, general aviation, automobile, bus, truck, local transit, rail, water, oil pipeline, and gas pipeline. The report includes basic descriptors of U.S. transportation, such as operating revenues and expenses, number of vehicles and employees, vehicle-miles and passenger miles, etc. A supplementary section includes Transportation and the Economy and Energy in Transportation. Energy in Transportation is divided into three parts: Energy Consumption, Energy Transport, and Energy Supply and Demand. Also included are the operating costs of automobiles of different sizes. In this edition, the selected data cover the period 1965 through 1975.					
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U.S. DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION SYSTEMS CENTER

KENDALL SQUARE  
CAMBRIDGE, MA 02142

The U. S. Department of Transportation's Technology Sharing Program is pleased to announce the publication of National Transportation Statistics. The document acquaints the reader with selected transportation statistics aggregated to the national level and obtained from a wide variety of governmental and private sources. Included are such topics as costs, inventory and performance by mode of transportation. This volume also includes energy statistics which were published separately in previous issues.

Because of your concern with transportation, you may find this publication useful. The Technology Sharing Office is interested in your reactions to the document. Within a month, we will be forwarding a follow-up questionnaire which we hope you will complete and return to us. We will use this information to assess the current document's utility to you and to design future issues containing modifications based on user requirements and need.

Sincerely,

A handwritten signature in cursive script that reads "Bud Giangrande".

R. V. (Bud) Giangrande  
Chief  
Technology Sharing Office

Enclosure

U.S. DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION SYSTEMS CENTER  
KENNEDY SQUARE  
CAMBRIDGE, MA 02142



The U.S. Department of Transportation's Technology Planning Program  
is pleased to announce the publication of National Transportation  
Statistics. The data in this report are selected  
transportation statistics aggregated by regional level and  
obtained from a wide variety of sources. The data are  
included and are listed in detail in the report. The information by  
mode of transportation. This volume also includes data by statistics  
which were published separately in previous reports.

Because of your concern with transportation, we may find this  
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current document utility to you and to hear a future issue  
contained will be based on your comments and needs.

Sincerely,

*D. J. [Signature]*  
Director, Technology Planning Office

Technology Planning Office

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TRANSPORTATION SYSTEMS CENTER

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CAMBRIDGE, MA 02142

In reply  
refer to: DTS-233

ERRATA SHEET

*NATIONAL TRANSPORTATION STATISTICS*

*November 1977*

Attached are five revised pages for the "National Transportation Statistics" report. Please insert these pages (containing Tables 21 - 24, and Figure 17) in their appropriate places and disregard the original pages.



U.S. DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION SYSTEMS CENTER  
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CAMBRIDGE, MA 02142



In reply  
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ERRATA SHEET

NATIONAL TRANSPORTATION STATISTICS

November 1977

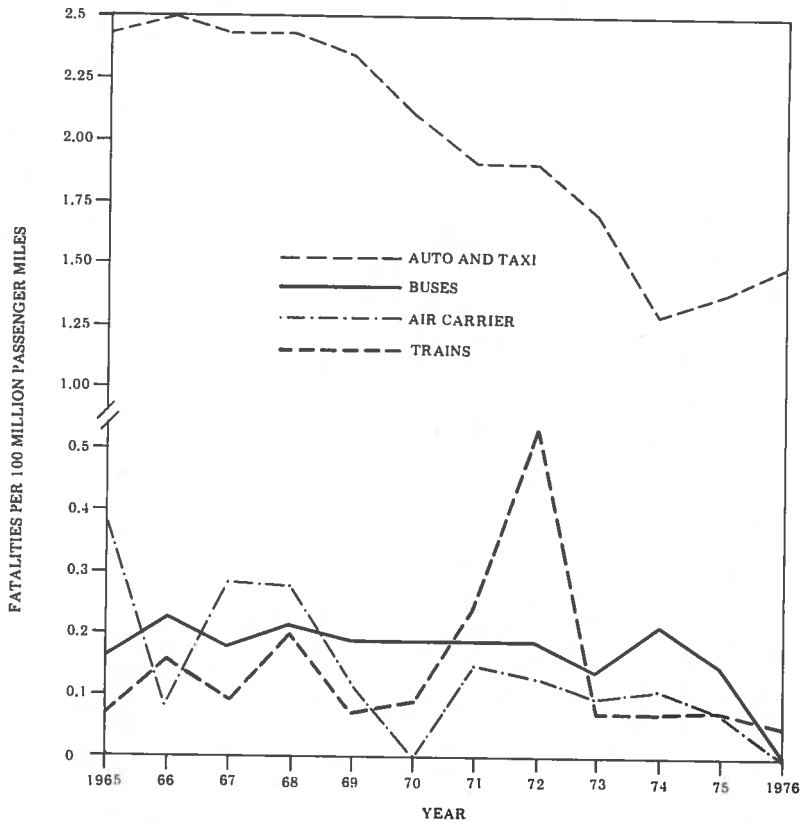
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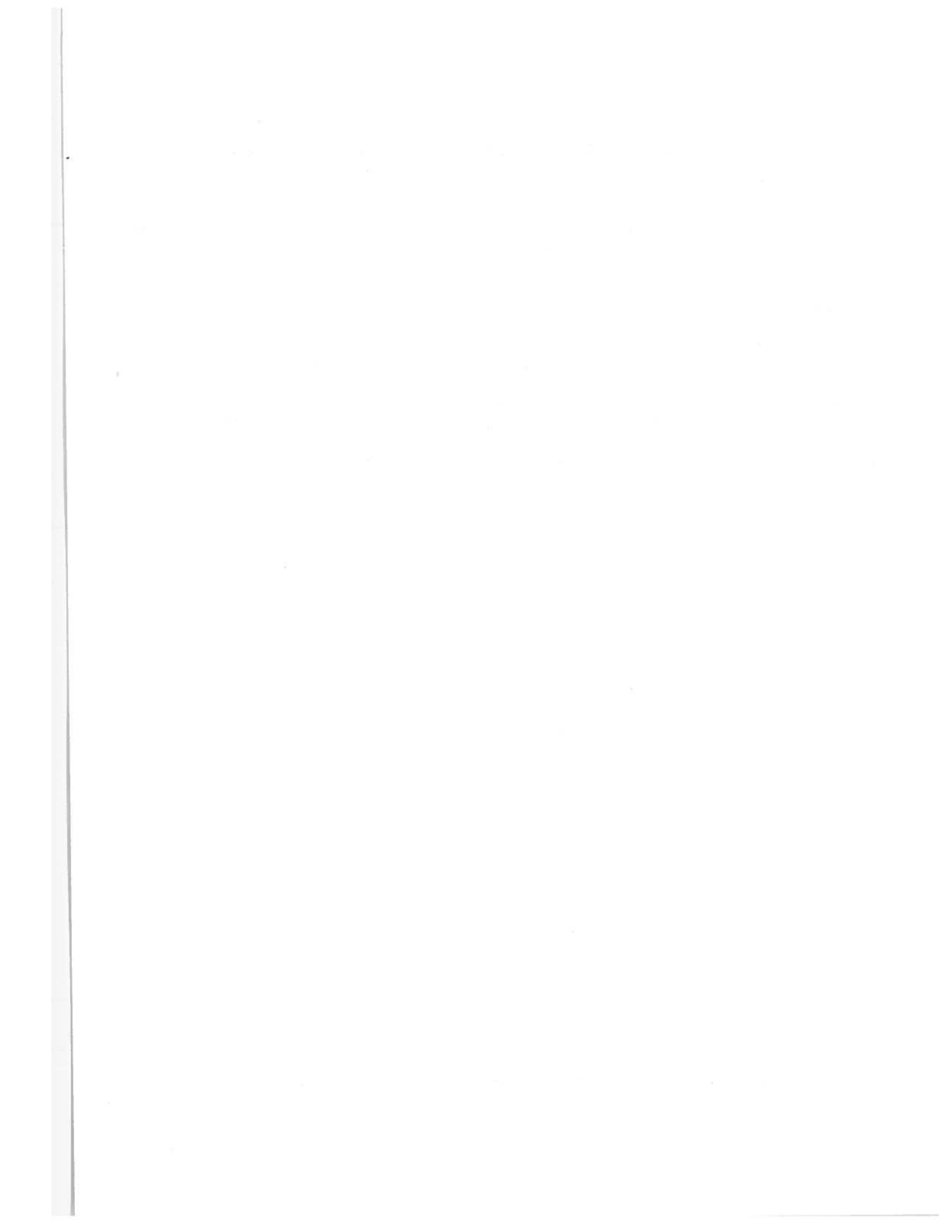
**Table 10. Passenger Fatalities Per 100,000,000 Passenger Miles, 1965-1976**

	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976
Air Carrier Scheduled Domestic	0.38	0.09	0.29	0.28	0.13	0.00	0.15	0.13	0.10	0.12	0.08	0.00
Passenger Auto and Taxis	2.40	2.50	2.40	2.40	2.30	2.10	1.90	1.90	1.70	1.30	1.40	1.50
Buses	0.16	0.23	0.18	0.21	0.19	0.19	0.19	0.19	0.14	0.21	0.15	0.01
Railroad Passenger Trains	0.07	0.16	0.09	0.20	0.07	0.09	0.24	0.53	0.07	0.07	0.08	0.05

Sources: See Appendix A.



**Figure 17. Passenger Fatalities per 100,000,000 Passenger Miles, 1965-1976**



**Table 21. Total Motor Vehicle Fuel Consumption and Travel<sup>1</sup>, 1965-1975**

Year	Number Registered (thousands)	Total Vehicle Miles Traveled (millions)	Average Miles Traveled	Average Miles Traveled per Gallon	Total Fuel Consumed (millions of gallons)	Average Gallons Consumed per Vehicle
1965	91,743	887,812	9,677	12.49	71,104	775
1966	95,947	930,497	9,698	12.47	74,623	778
1967	98,898	961,553	9,723	12.38	77,693	786
1968	103,140	1,015,649	9,847	12.25	82,938	804
1969	107,391	1,070,575	9,969	12.15	88,122	821
1970	111,222	1,120,705	10,076	12.14	92,328	830
1971	116,344	1,186,289	10,198	12.16	97,547	838
1972	122,304	1,268,342	10,370	12.07	105,062	859
1973	129,778	1,308,562	10,083	11.85	110,473	851
1974 <sup>r</sup>	134,900	1,285,647	9,530	12.09	106,301	788
1975	137,917	1,330,074	9,644	12.20	108,984	790

<sup>1</sup> For the 50 states and District of Columbia, includes personal passenger vehicles, buses, and motor trucks.

<sup>r</sup>Revised

Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics*, 1975, Table VM-1, and same table in earlier editions.

Table 22. Fuel Consumption and Travel by Personal Passenger Vehicles<sup>2</sup>, 1965-1975

Year	Number <sup>1</sup> Registered (thousands)	Total <sup>1</sup> Vehicle Miles Traveled (millions)	Average Miles Traveled			Average Miles Traveled per Gallon			Total Fuel Consumed (millions of gallons)			Average Gallons Consumed per Vehicle		
			Passenger Cars	Motor-cycles	All Personal Passenger Vehicles	Passenger Cars	Motor-cycles	All Personal Passenger Vehicles	Passenger Cars	Motor-cycles	All Personal Passenger Vehicles	Passenger Cars	Motor-cycles	All Personal Passenger Vehicles
1965	76,634	711,594	9,387	3,770	9,286	14.07	75	14.15	50,206	69	50,275	667	50	656
1966	80,106	751,740	9,506	3,930	9,384	14.00	75	14.10	53,220	92	53,312	679	52	666
1967	82,367	774,203	9,531	3,962	9,399	13.93	75	14.05	55,007	103	55,110	684	53	669
1968	85,793	814,030	9,627	3,970	9,488	13.79	75	13.91	58,413	111	58,524	698	53	682
1969	89,156	858,858	9,782	4,020	9,633	13.63	75	13.75	62,325	123	62,448	718	54	700
1970	92,095	900,992	9,978	3,605	9,783	13.57	75	13.70	65,649	135	65,784	735	48	714
1971	96,144	954,155	10,121	4,500 <sup>3</sup>	9,926	13.57	50 <sup>3</sup>	13.73	69,213	301	69,514	746	90 <sup>3</sup>	723
1972	100,658	1,003,498	10,184	4,500	9,969	13.49	50	13.67	73,121	342	73,463	755	90	730
1973	106,119	1,036,455	9,992	4,498	9,767	13.10	50	13.29	77,619	392	78,011	763	90	736
1974 <sup>†</sup>	109,823	1,013,068	9,448	4,500	9,225	13.43	50	13.65	73,770	447	74,217	704	90	676
1975	111,679	1,050,472	9,634	4,500	9,406	13.53	50	13.74	76,010	447	76,457	712	90	685

<sup>†</sup> Revised

<sup>1</sup> Includes motorcycles.

<sup>2</sup> For the 50 states and District of Columbia.

<sup>3</sup> Significant differences in values for 1971 and the corresponding values for 1970 represents a change in the basic assumptions of miles per vehicle and miles per gallon, not a shift in the trend.

Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics*, Table VM-1, annual.

Table 23. Fuel Consumption and Travel by Buses<sup>1</sup>, 1965-1975

Year	Number <sup>1</sup> Registered (thousands)	Total <sup>2</sup> Vehicle Miles Traveled (millions)	Average Miles Traveled			Average Miles Traveled per Gallon			Total Fuel Consumed (millions of gallons)			Average Gallons Consumed per Vehicle		
			Commercial	School	All Buses	Commercial	School	All Buses	Commercial	School	All Buses	Commercial	School	All Buses
1965	314	4.782	35,518	7,689	15,215	4.68	7.08	5.35	645	249	894	7,588	1,086	2,844
1966	324	4.852	35,598	7,725	15,012	4.72	7.12	5.42	637	259	896	7,538	1,085	2,772
1967	338	4.894	33,600	7,543	14,484	4.68	7.08	5.38	646	264	910	7,178	1,065	2,693
1968	352	4.968	33,828	7,387	14,122	4.63	6.99	5.33	655	277	932	7,310	1,056	2,649
1969	364	5.037	33,300	7,409	13,826	4.58	7.00	5.32	657	290	947	7,276	1,058	2,600
1970	379	5.043	32,591	7,274	13,306	4.57	7.00	5.34	644	300	944	7,132	1,039	2,491
1971	398	5.097	31,949	7,198	12,819	4.57	7.00	5.38	631	316	947	6,988	1,028	2,382
1972	407	5.109	30,968	7,414	12,553	4.39	7.37	5.80	561	320	881	6,318	1,006	2,165
1973	426	4.960	28,469	7,178	11,662	4.90	7.37	5.86	520	327	847	5,810	973	1,991
1974 <sup>r</sup>	447	5.060	28,968	6,865	11,320	4.97	7.36	5.90	525	333	858	5,827	933	1,919
1975	462	5.148	28,230	6,788	11,140	4.79	7.31	5.75	553	342	895	5,896	929	1,937

<sup>r</sup> Revised

<sup>1</sup> For the 50 states and District of Columbia.

<sup>2</sup> Includes commercial, school and non-revenue buses.

Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics*, Table VM-1, annual.

Table 24. Fuel Consumption and Travel by Motor Trucks, 1965-1975

Year	Number Registered (thousands)	Total Vehicle Miles Traveled (millions)	Average Miles Traveled		Average Miles Traveled per Gallon		Total Fuel Consumed (millions of gallons)		Average Gallons of Fuel Consumed per Vehicle					
			Single-unit Trucks	Combinations Trucks	Single-unit Trucks	Combinations Trucks	Single-unit Trucks	Combinations Trucks	Single-unit Trucks	Combinations Trucks				
1965	14,795	171,436	10,003	39,795	11,587	10.38	4.87	8.60	13,504	6,431	19,935	964	8,172	1,347
1966	15,517	173,905	9,588	40,112	11,207	10.33	4.87	8.52	13,636	6,799	20,415	928	8,237	1,316
1967	16,193	182,456	9,598	42,176	11,268	10.19	4.86	8.42	14,470	7,203	21,673	942	8,678	1,338
1968	16,995	196,651	9,857	43,229	11,571	10.14	4.83	8.37	15,674	7,808	23,482	972	8,964	1,382
1969	17,871	206,680	9,871	42,453	11,565	10.12	4.81	8.36	16,528	8,199	24,727	976	8,826	1,384
1970	18,748	214,670	9,807	41,903	11,450	10.12	4.81	8.39	17,237	8,363	25,600	969	8,711	1,365
1971	19,802	227,037	9,794	43,779	11,465	10.12	4.81	8.38	18,221	8,865	27,086	968	9,102	1,368
1972	21,239	259,735	10,525	47,084	12,229	9.63	5.42	8.46	22,118	8,600	30,718	1,092	8,687	1,446
1973	23,233	267,147	9,868	46,716	11,538	9.63	5.42	8.45	22,755	8,860	31,615	1,025	8,620	1,361
1974 <sup>r</sup>	24,630	267,519	8,981	51,667	10,861	10.01	5.55	8.57	21,125	10,101	31,226	897	9,310	1,269
1975	25,776	274,454	8,882	49,125	10,648	10.01	5.69	8.68	21,868	9,769	31,632	887	8,633	1,227

<sup>r</sup> Revised

Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics*, Table VM-1, annual.

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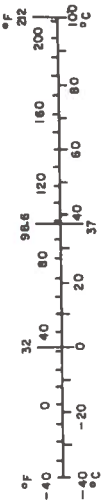
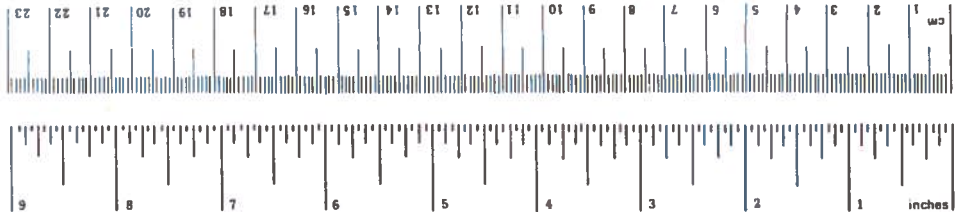
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## METRIC CONVERSION FACTORS

### Approximate Conversions to Metric Measures

When You Know	Multiply by	To Find	Symbol
<b>LENGTH</b>			
inches	2.5	centimeters	cm
feet	30	centimeters	cm
yards	0.9	meters	m
miles	1.6	kilometers	km
<b>AREA</b>			
square inches	6.5	square centimeters	cm <sup>2</sup>
square feet	0.09	square meters	m <sup>2</sup>
square yards	0.8	square meters	m <sup>2</sup>
square miles	2.6	square kilometers	km <sup>2</sup>
acres	0.4	hectares	ha
<b>MASS (weight)</b>			
ounces	28	grams	g
pounds	0.45	kilograms	kg
short tons (2000 lb)	0.9	tonnes	t
<b>VOLUME</b>			
teaspoons	5	milliliters	ml
tablespoons	15	milliliters	ml
fluid ounces	30	milliliters	ml
cups	0.24	liters	l
pints	0.47	liters	l
quarts	0.95	liters	l
gallons	3.8	liters	l
cubic feet	0.03	cubic meters	m <sup>3</sup>
cubic yards	0.76	cubic meters	m <sup>3</sup>
<b>TEMPERATURE (exact)</b>			
Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C

When You Know	Multiply by	To Find	Symbol
<b>LENGTH</b>			
millimeters	0.04	inches	in
centimeters	0.4	inches	in
meters	3.3	feet	ft
meters	1.1	yards	yd
kilometers	0.6	miles	mi
<b>AREA</b>			
square centimeters	0.16	square inches	in <sup>2</sup>
square meters	1.2	square yards	yd <sup>2</sup>
square kilometers	0.4	square miles	mi <sup>2</sup>
hectares (10,000 m <sup>2</sup> )	2.5	acres	
<b>MASS (weight)</b>			
grams	0.035	ounces	oz
kilograms	2.2	pounds	lb
tonnes (1000 kg)	1.1	short tons	
<b>VOLUME</b>			
milliliters	0.03	fluid ounces	fl oz
liters	2.1	pints	pt
liters	1.06	quarts	qt
liters	0.26	gallons	gal
cubic meters	35	cubic feet	ft <sup>3</sup>
cubic meters	1.3	cubic yards	yd <sup>3</sup>
<b>TEMPERATURE (exact)</b>			
Celsius temperature	9/5 (then add 32)	Fahrenheit temperature	°F



## INTRODUCTION

One of the missions of the U.S. Department of Transportation's Transportation System Center (TSC) is to develop and maintain a vital statistics and related transportation information base; and develop a program to share transportation information and understanding with the transportation community, particularly state and local Governments. This publication is produced to support this mission and to continue the dissemination of national level transportation and energy statistics previously published in the annual reports entitled "The Summary of National Transportation Statistics" and its supplement "Energy Statistics," which are no longer published.

While most of the data and information published here are available from a variety of data and reports prepared by other government agencies and trade associations, they are presented here in one comprehensive report. The document presents statistics which characterize the major transportation modes and factors which influence transportation in the form of tables, graphs, and charts. Great care has been taken to document sources associated with each item. Sources are noted either on the same page or in Appendix A — Source Information.

The statistical data in this report are divided into five major groups: (1) Tree displays, (2) Modal profiles, (3) Performance indicators, (4) Transportation trends, and (5) Supplementary data. As shown in figure 1, the data is organized into cost, inventory, and performance statistics for each of the major modal categories.

Time series and intermodal national-level statistics are presented for the period 1965-1975. Energy consumption, and supply and demand data cover the same period plus the decades prior to the oil embargo.

### TREE DISPLAYS

Figure 2 illustrates the detailed modal "tree structure." By placing data in the appropriate blocks of the tree, it is possible to interrelate data for all modes of transportation. However, because of the variety of data sources used within some modes, the data blocks may not always add up exactly. Each data block has its standard reference number in parentheses in the upper righthand corner. For example, the Air Carrier block contains the number (36). This number is carried throughout figures 3 through 8, whenever pertinent data is shown. If the data is not available or not applicable, the block is shaded and no data is shown.

Dotted lines indicate alternative groupings; e.g., "heavy and light rail" can be a subset of both "local transit" and "rail."

The following 1975 data are presented in tree format:

- A. Expenditures and revenues (figure 3)
- B. Vehicle-miles (figure 4)
- C. Passenger-miles (figure 5)
- D. Ton-miles (figure 6)
- E. Number of vehicles (figure 7)
- F. Fatalities (figure 8)

### MODAL PROFILES

The modal profiles list cost, inventory, and performance data for 1965, 1974, and 1975 for each mode. It is important to note that not all of the types of data listed below are available for each mode, nor are they always applicable. This is exemplified by the difference in the type and amount of data recorded for the air carrier and pipeline profiles.

The following list indicates the type of data usually included in each group.

- I. Cost
  - A. Expenditures (private modes)
  - B. Revenue (for-hire modes)
  - C. Operating expenses
  - D. Federal expenditures
  - E. State and local expenditures
- II. Inventory
  - A. Number of companies
  - B. Number of vehicles
  - C. Number of employees
  - D. Mileage
- III. Performance
  - A. Vehicle-miles
  - B. Passenger-miles
  - C. Number of passengers carried
  - D. Ton-miles
  - E. Tons of freight hauled
  - F. Average passenger trip length
  - G. Average length of freight haul
  - H. Average speed
  - I. Number of fatalities
  - J. Number of fatal accidents
  - K. Total number of accidents

### SELECTED PASSENGER AND CARGO PERFORMANCE INDICATORS

Included in this section are selected modal statistics calculated on a per capita, per vehicle, or per mile basis for the years 1965, 1974, and 1975.

### TRANSPORTATION TRENDS

Included in these tables and graphs are annual transportation data from 1965 to 1975/1976. A variety of cost, inventory, and performance data are presented in this section.

### SUPPLEMENTARY DATA

The supplementary data is divided into two sections. Section I is Transportation and the Economy. Section II is Energy in Transportation. The first section contains pertinent statistics in tabular and graphic form abstracted from the U.S. Department of Commerce report "Survey of Current Business." Section II incorporates much of the transportation related energy statistics previously published in "Energy Statistics — A Supplement to the Summary of National Transportation Statistics." This section is divided into three parts: Energy Consumption, Energy Transport, and Energy Supply and Demand.

### APPENDIX A — SOURCE INFORMATION

Appendix A is a detailed listing of the sources of data contained in this publication. A special footnote system has been devised for figures 3 through 8. The numbers in parentheses identify the data blocks in the figure. The data sources are also shown for Tables 1 through 16 and Table 20 as well as the Modal Profiles.

### APPENDIX B — GLOSSARY

The usefulness of transportation data depends greatly on clarity of definition. We have therefore included a glossary of terms. This section is organized by mode and has been assembled from existing glossaries, such as that in the Civil Aeronautics Board "Handbook of Airline Statistics." The lack of comparable glossaries in other statistical handbooks, however, makes it difficult to prepare a complete dictionary.

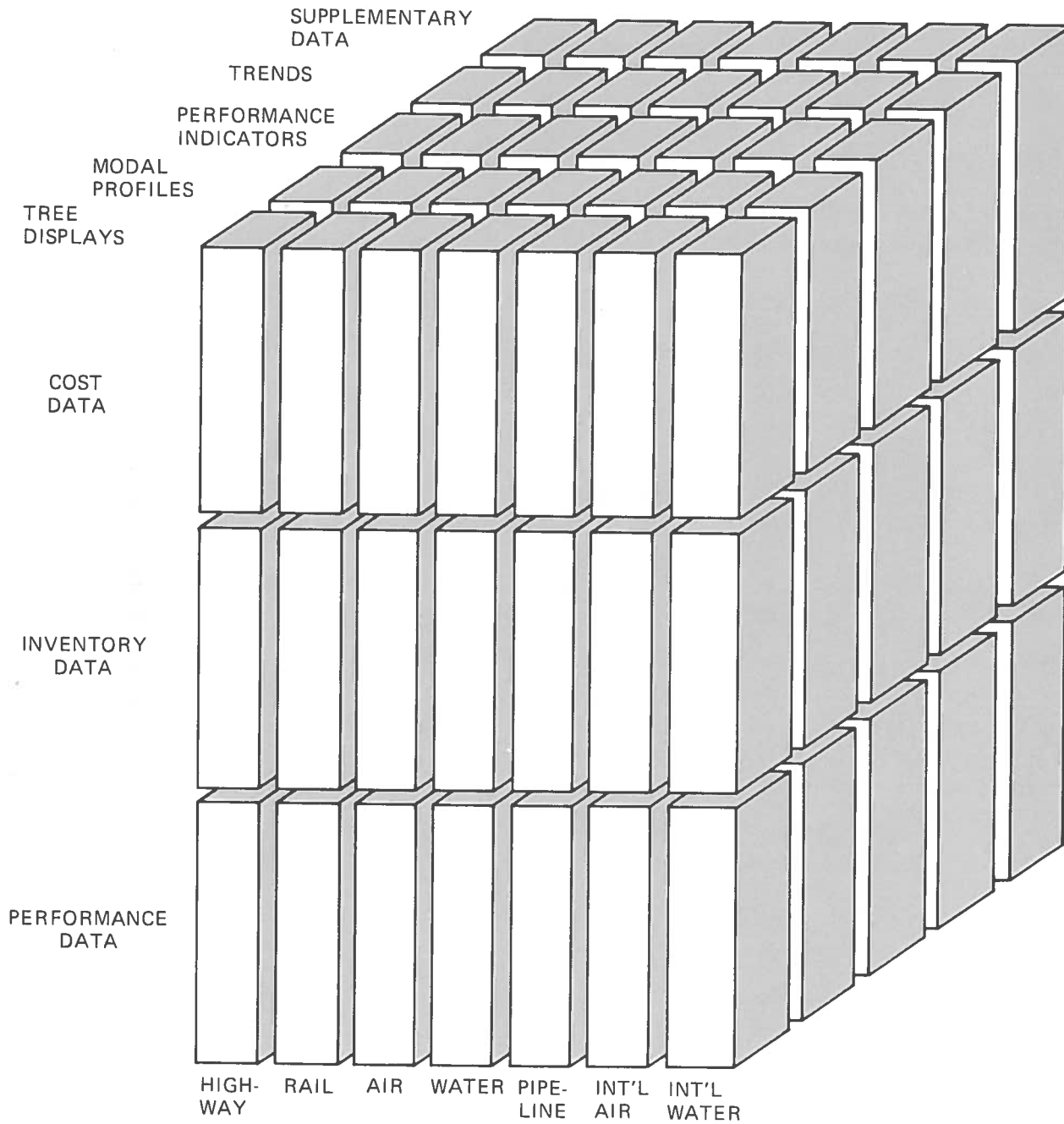


Figure 1. Organization of the Data



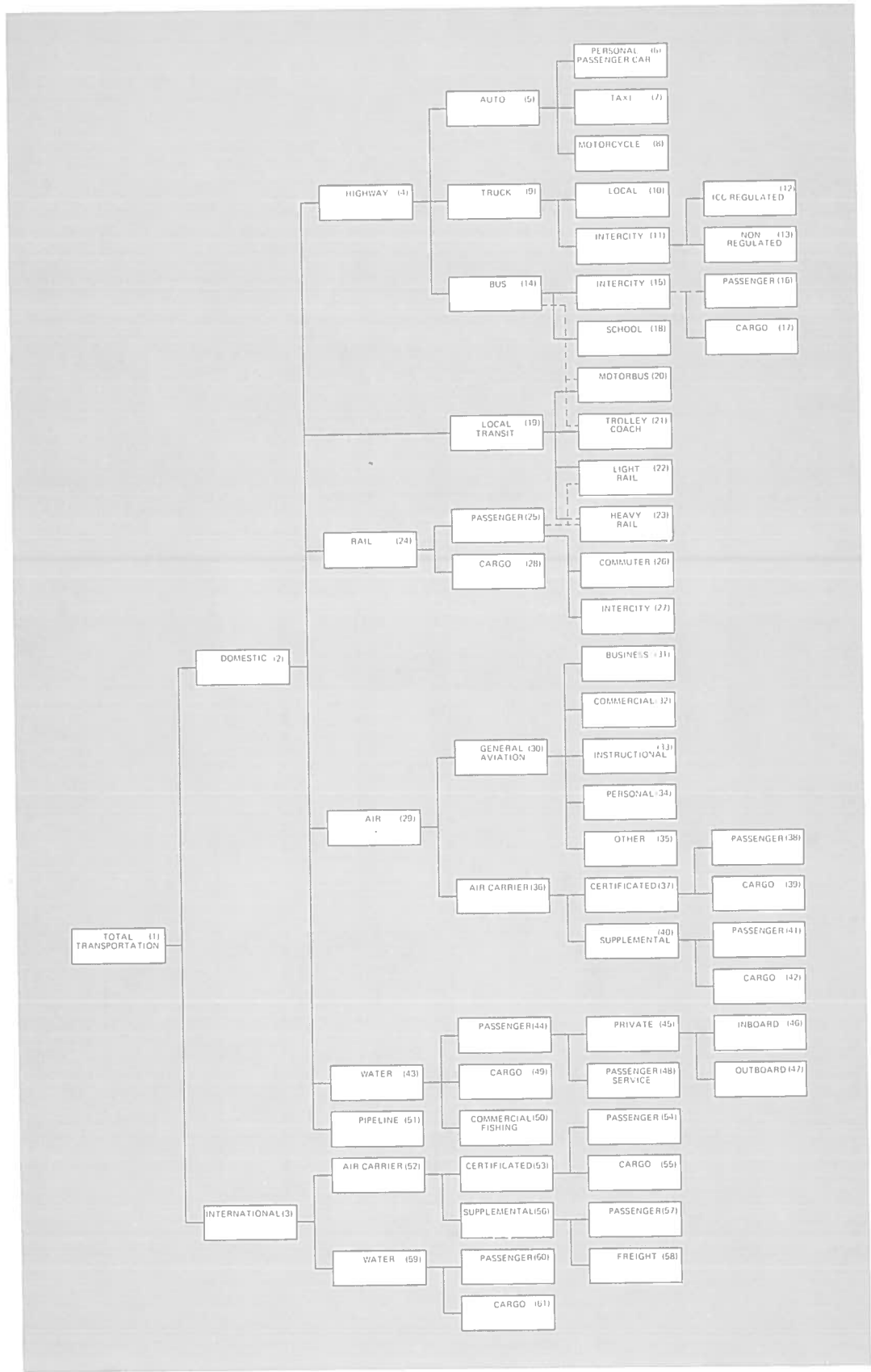
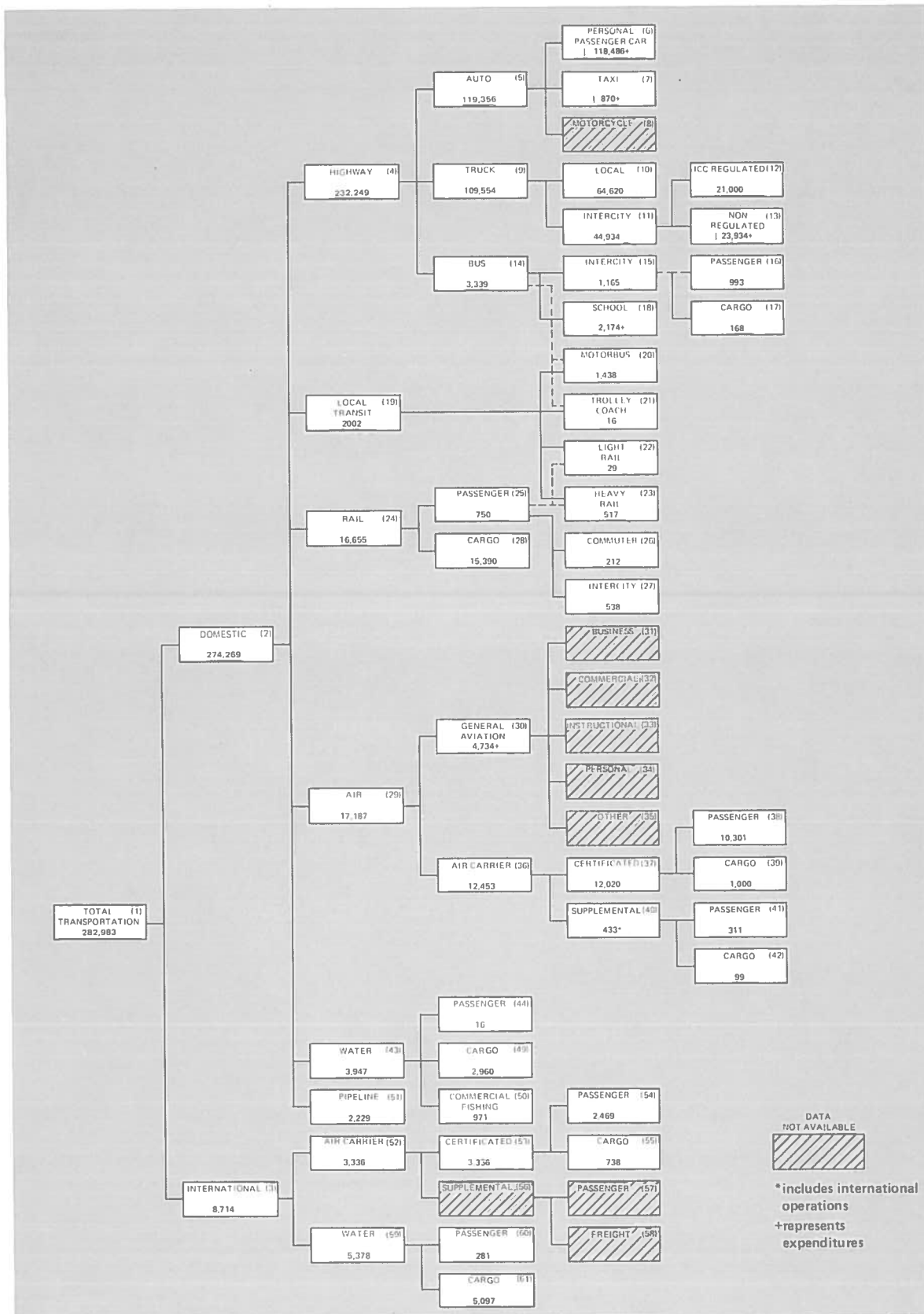


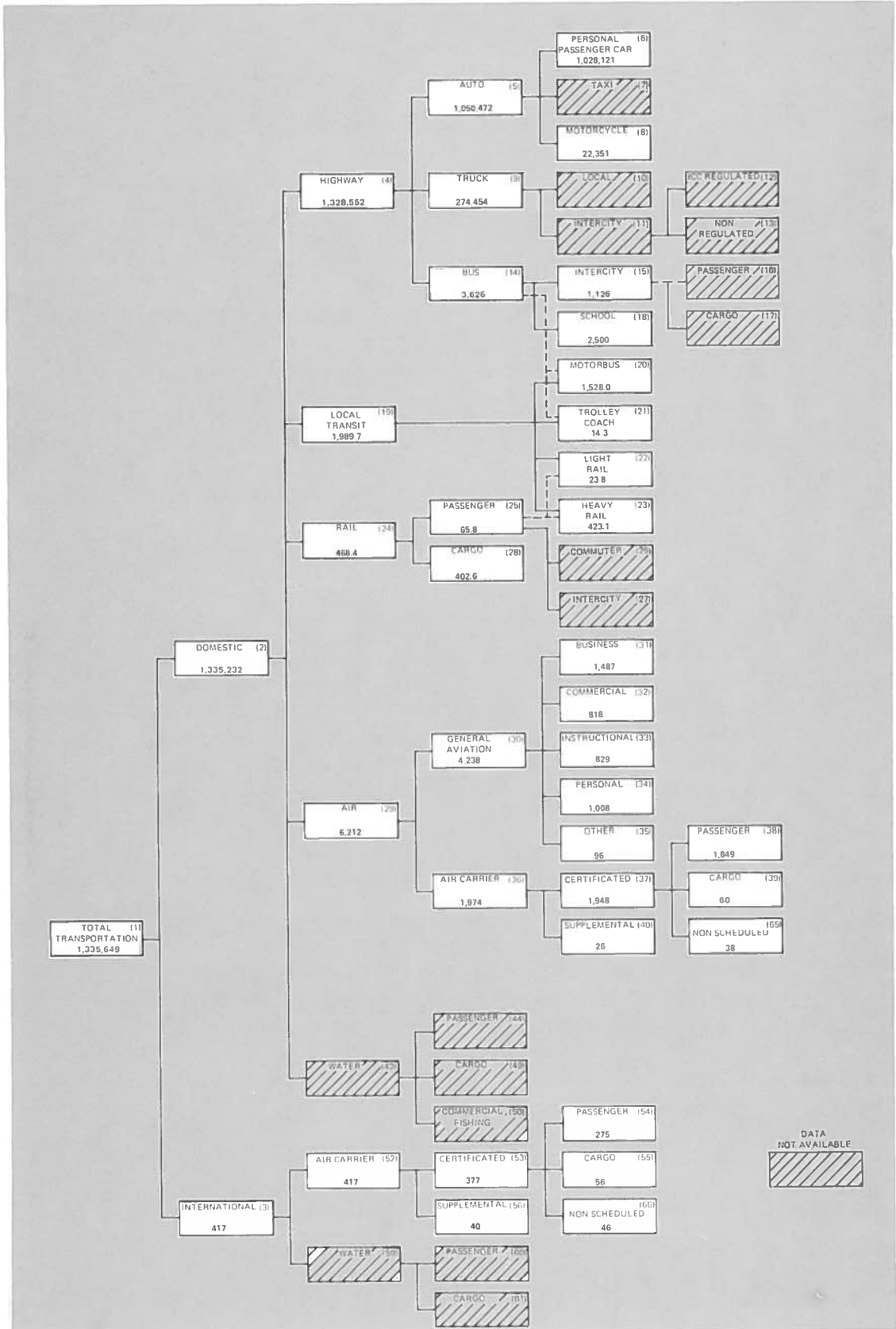
Figure 2. Modal Structure

# TREE DISPLAYS



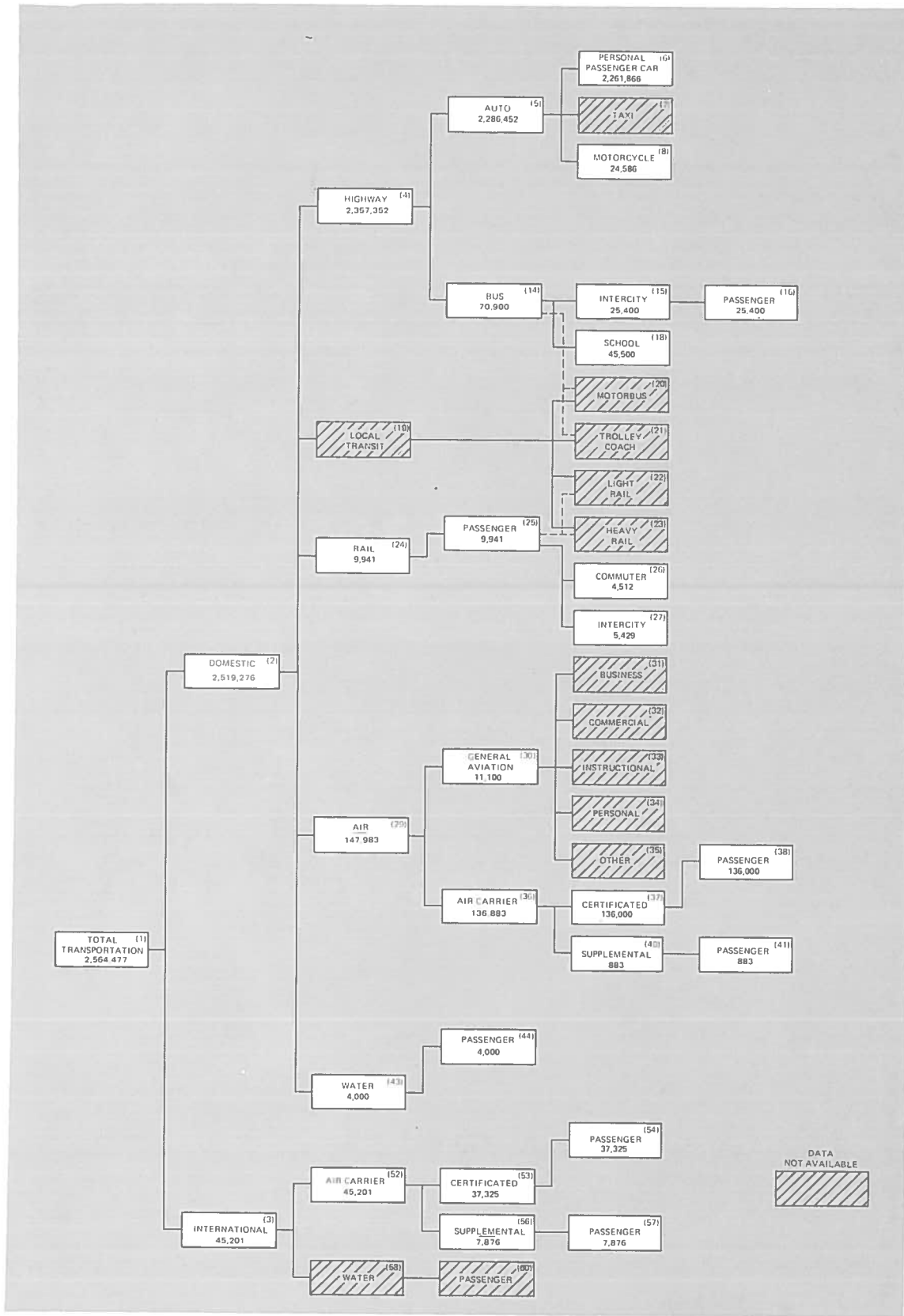
Sources: See Appendix A.

Figure 3. Expenditures and Revenues (\$ Millions) - 1975



Sources: See Appendix A.

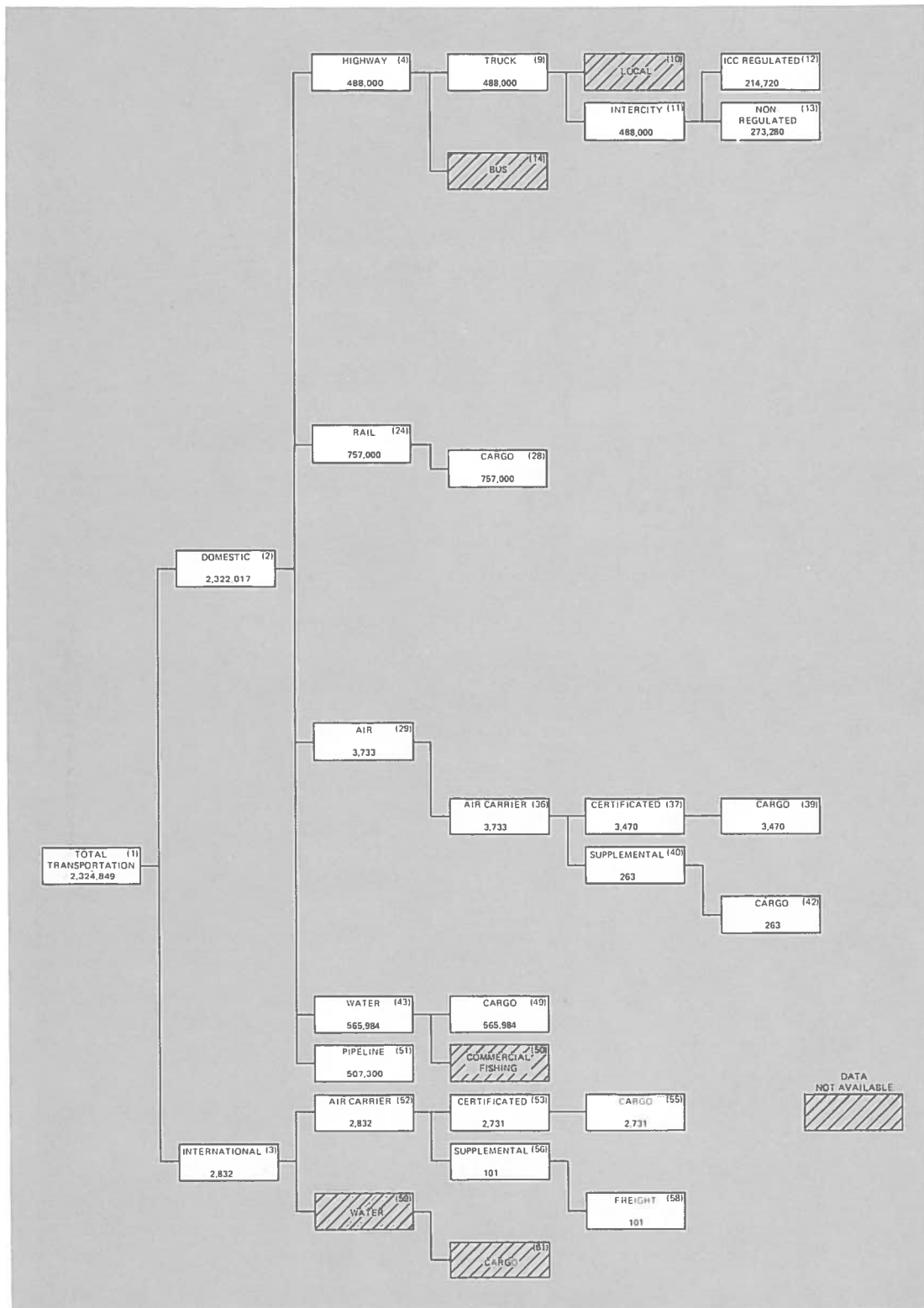
Figure 4. Vehicle-Miles (Millions) - 1975



DATA NOT AVAILABLE

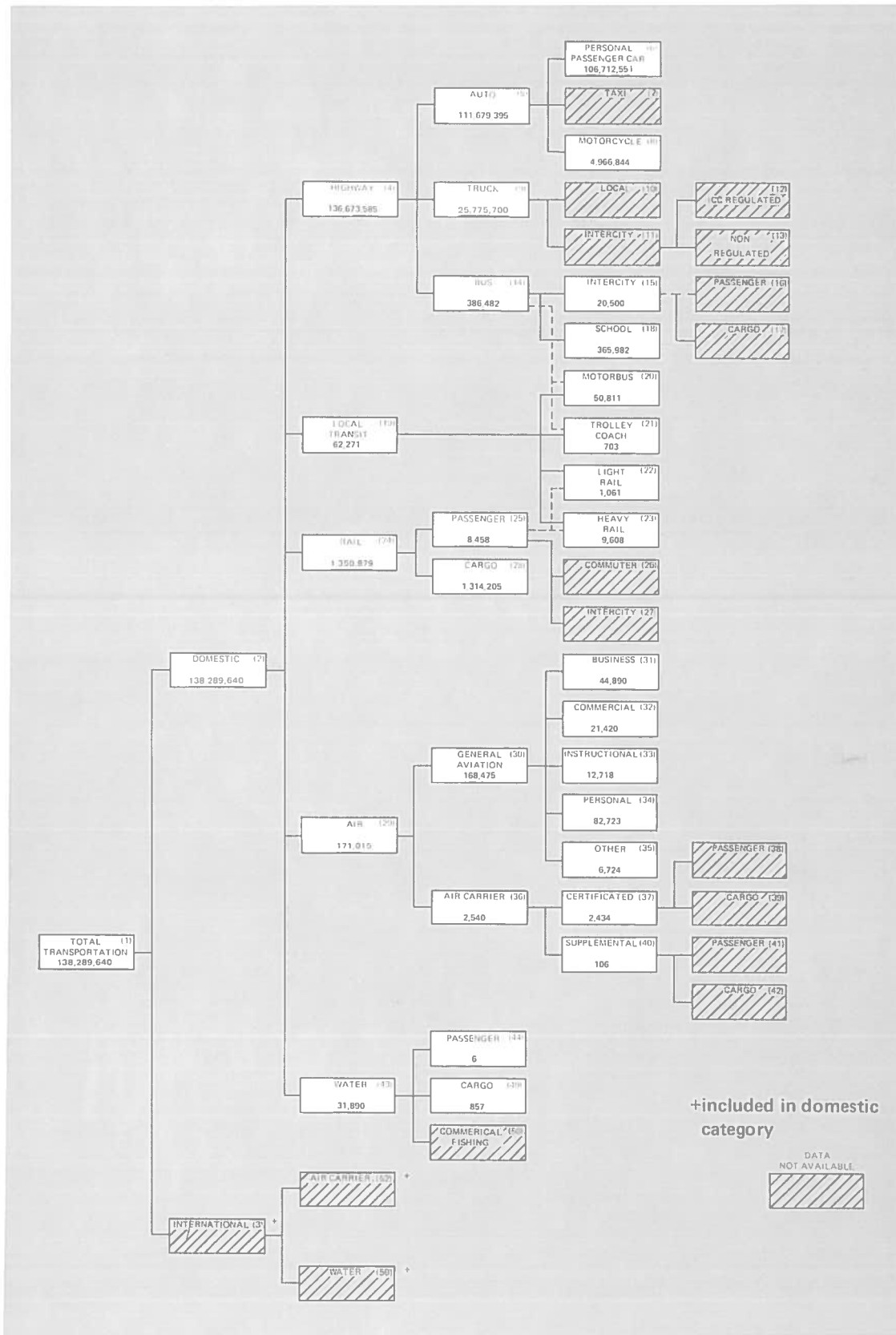
Sources: See Appendix A.

Figure 5. Passenger-Miles (Millions) - 1975



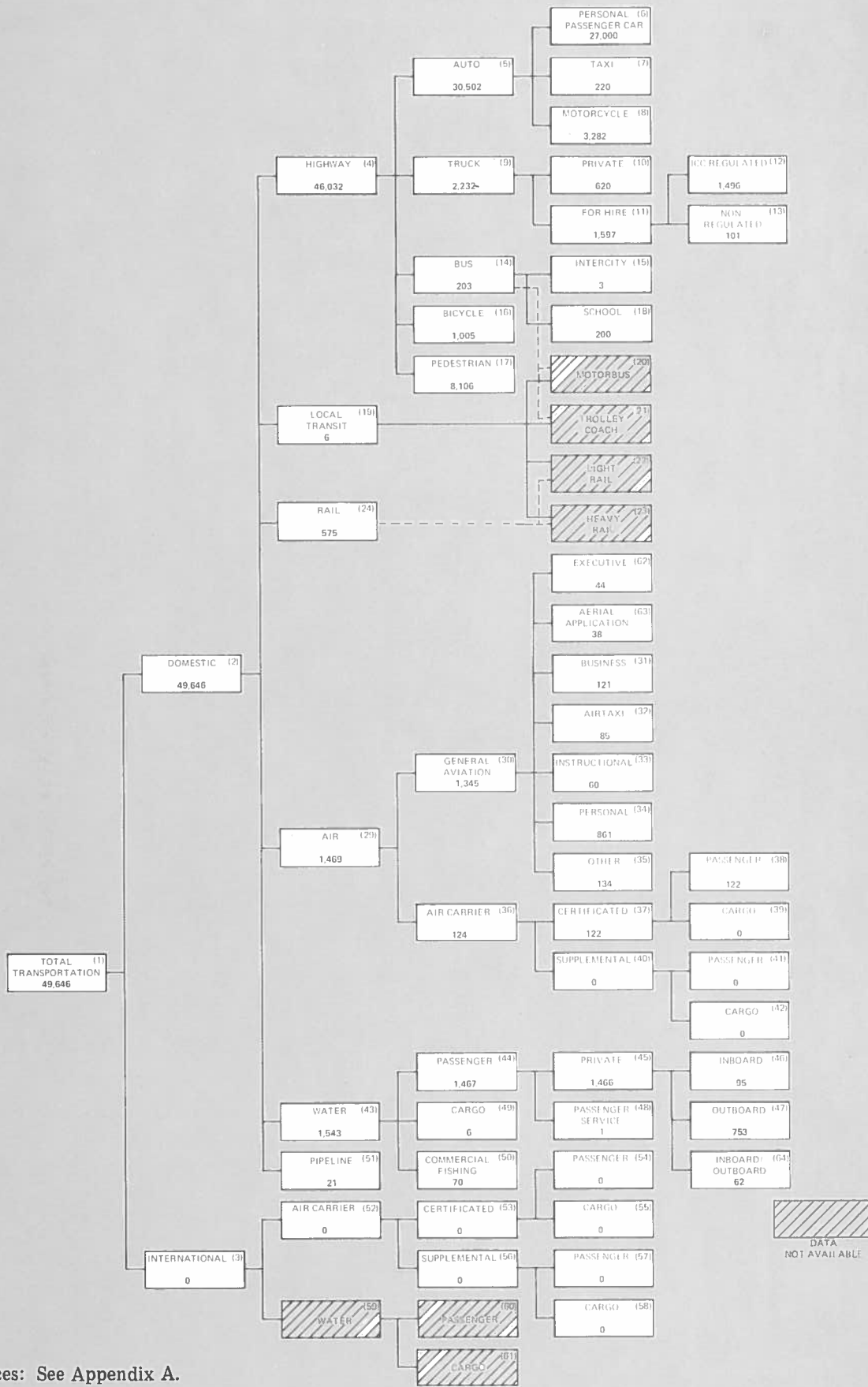
Sources: See Appendix A.

Figure 6. Cargo Ton-Miles (Millions) - 1975



Sources: See Appendix A.

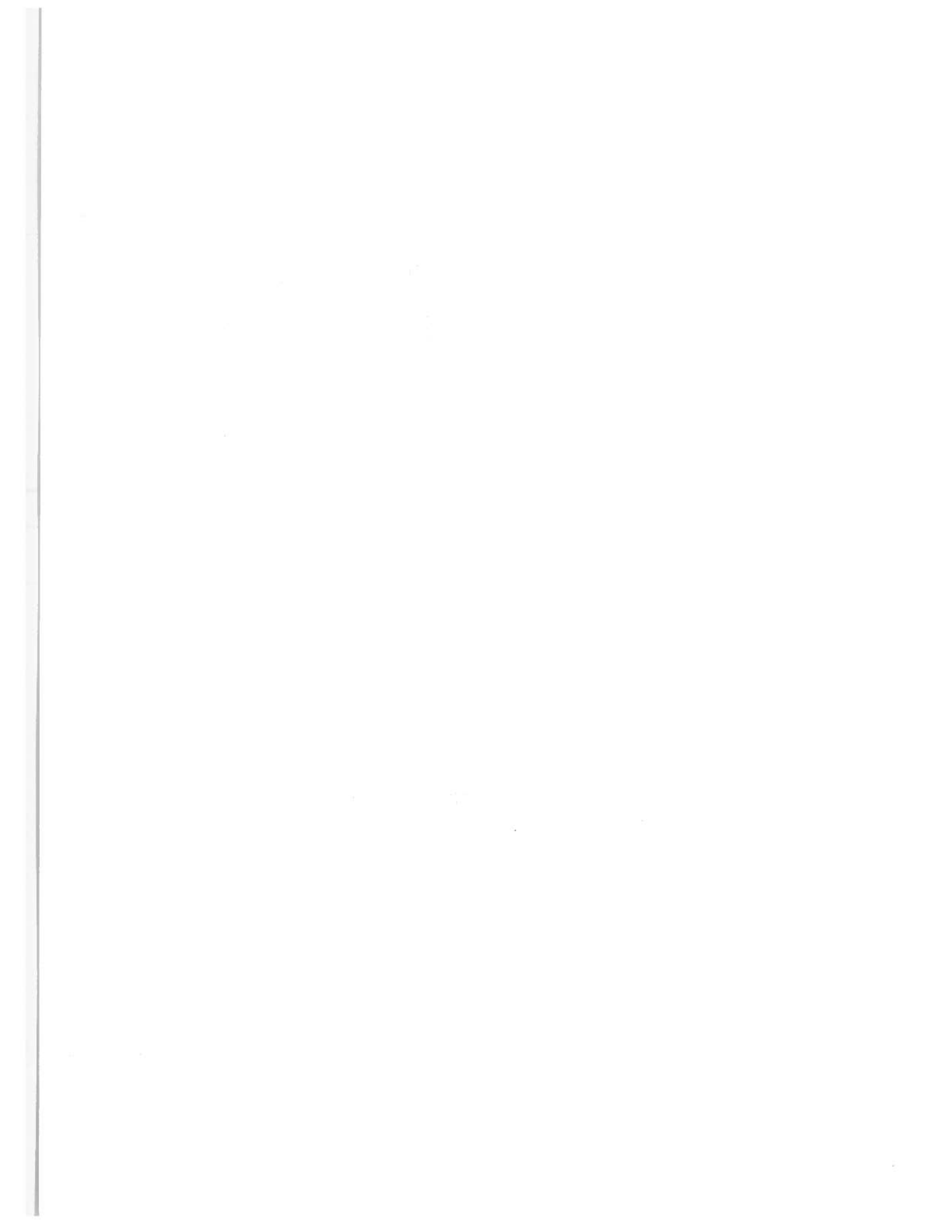
Figure 7. Number of Vehicles - 1975



Sources: See Appendix A.

Figure 8. Number of Fatalities - 1975





# **MODAL PROFILES**

## MODAL PROFILE SOURCE REFERENCES AND PERCENT CHANGE CALCULATION

Specific references are obtained as follows: the letters to the right of the data element applies to all subsequent data elements in that column until the next letter appears.

	Air Carrier Profile	
For example:	<u>1974</u>	
	11,041.0k	← reference letter k also applies to the two subsequent data elements
	504.1	
	11,545.1	
	3,056.6m	← reference letter m refers to a different data source

The specific source number and page or table reference may then be found at the end of each profile. All sources are listed in Appendix A Source Information.

The Percent Change 1974-1975 column refers to the usual percent difference between 1974 data and 1975 data. Annual percent change 1965-1975 is equal to  $C \times 100$ , where C is obtained from the following relationship:  $D_{75} = D_{65} (1 + C)^{10}$ . (Note:  $D_{65}$  and  $D_{75}$  refer to 1965 and 1975 data, respectively; C is the change; and the relationship is derived from the compound interest formula.)

## AIR CARRIER PROFILE

	<u>1965</u>	<u>1974</u>	<u>1975</u>	<u>1965-1975 Average Annual % Change</u>	<u>1974-1975 % Change</u>
<b>I. FINANCIAL</b>					
Operating Revenues (\$ millions)					
Certificated carriers, total domestic operations					
Transport revenues . . . . .	3,589.7a	11,041.0b	11,429.5b	12.3	3.5
Nontransport revenues . . . . .	101.1	504.1	590.6	19.3	17.2
Total operating revenues . . . . .	3,690.8	11,545.1	12,020.1	12.5	4.1
Certificated carriers, total international operations					
Transport revenues . . . . .	1,251.0c	3,056.6d	3,230.7d	10.0	5.7
Nontransport revenues . . . . .	16.1	100.8	105.6	20.7	4.8
Total operating revenues . . . . .	1,267.1	3,157.4	3,336.3	10.1	5.7
Supplemental carriers, domestic plus international operations					
Transport revenues . . . . .	n/a	411.8e	410.7e	—	-0.3
Nontransport revenues . . . . .	n/a	17.1	22.5	—	31.6
Total operating revenues . . . . .	n/a	428.9	433.2	—	1.0
Operating Expenses (\$ millions)					
Certificated carriers, domestic operations					
Certificated carriers, international operations . . . . .	3,238.8a	10,760.1b	11,903.0b	13.9	10.6
Supplemental carriers, domestic plus international operations . . . . .	1,047.1c	3,217.8d	3,325.7d	12.3	3.4
Total operating expenses . . . . .	n/a	431.9e	405.8e	—	-6.0
<b>II. INVENTORY</b>					
Number of carriers					
Domestic and international					
Certificated . . . . .	49f	34g	35g	-3.3	2.9
Supplemental . . . . .	n/a	9h	9h	—	0.0
Number of Aircraft Available for Service					
Domestic and international					
Certificated, all services . . . . .	n/a	2,412j	2,434i	—	0.9
Supplemental . . . . .	n/a	101	106	—	5.0
Number of Employees					
Domestic					
Certificated, all services . . . . .	171,002k	264,033l	253,478m	4.0	-4.0
Supplemental . . . . .	2,932	4,251	4,098	3.4	-3.6
International					
Certificated, all services . . . . .	39,747	43,404	39,478	-0.1	-9.0
<b>III. PERFORMANCE</b>					
Aircraft Revenue-Miles (millions)					
Domestic					
Certificated, all services . . . . .	1,134.0n	1,937.9q	1,947.7q	5.6	0.5
Scheduled service . . . . .	1,098.9	1,900.5	1,909.5	5.7	0.5
Nonscheduled service . . . . .	35.1	37.4	38.2	0.9	2.1
Supplemental . . . . .	n/a	32.8 <sup>r</sup> s	25.7s	—	-21.6
International					
Certificated, all services . . . . .	284.3t	412.8u	377.0u	2.9	-8.7
Scheduled service . . . . .	254.6	357.6	331.0	2.7	-7.4
Nonscheduled service . . . . .	29.7	55.2	46.0	4.5	-16.7
Supplemental . . . . .	n/a	47.9s	39.8s	—	-16.9
Total . . . . .	n/a	2,431.4 <sup>f</sup>	2,390.2	—	-1.7

## AIR CARRIER PROFILE (cont.)

	1965	1974	1975	1965-1975 Average Annual % Change	1974-1975 % Change
Revenue Passenger-Miles (millions)					
Domestic					
Certificated, all services . . . . .	53,225.8m	133,668.3q	135,999.5q	9.8	1.7
Scheduled service . . . . .	51,887.4	129,732.4	131,728.5	9.8	1.5
Nonscheduled service . . . . .	1,338.4	3,935.9	4,271.0	12.3	8.5
Supplemental . . . . .	n/a	1,805.3 <sup>r</sup> s	900.0s	—	-50.1
International					
Certificated, all services . . . . .	19,990.0t	40,383.5u	37,261.6u	6.4	-7.7
Scheduled service . . . . .	16,789.0	33,186.2	31,018.7	6.3	-6.5
Nonscheduled service . . . . .	3,201.0	7,197.3	6,242.9	6.9	-13.3
Supplemental . . . . .	n/a	9,060.0s	7,845.9s	—	-13.4
Total . . . . .	n/a	184,917.1 <sup>r</sup>	182,007.0	—	-1.6
Revenue Passenger Load Factor (%)					
Domestic and international					
Certificated scheduled service . . . . .	55.2	54.9w	53.7w	-0.3	-2.2
Domestic					
Certificated scheduled service . . . . .	54.7m	55.5q	54.6q	-0.0	-1.6
Revenue Ton-Miles of Freight <sup>1</sup> (millions)					
Domestic					
Certificated all services . . . . .	1,352.7	2,860.4	2,757.5	7.4	-3.6
Scheduled service . . . . .	1,023.0	2,808.4	2,718.1	10.3	-3.2
Nonscheduled service . . . . .	329.7	51.9	39.4	-19.1	-24.1
Supplemental . . . . .	n/a	280.0s	262.8s	—	-6.2
International					
Certificated, all services . . . . .	827.5t	2,391.0u	2,304.9u	10.8	-3.6
Scheduled service . . . . .	707.3	2,081.6	2,048.0	11.2	-1.6
Nonscheduled service . . . . .	120.2	309.4	256.9	7.9	-17.0
Supplemental . . . . .	n/a	85.8s	99.0s	—	15.4
Average Overall Airborne Speed (mph)					
Domestic					
Certificated, scheduled service . . . . .	314x	402y	403y	2.5	0.2
International					
Certificated, scheduled service . . . . .	445	481	482	0.8	0.2
Total U.S. Air Carrier Accidents <sup>2</sup> . . . . .					
Certificated route and supplemental carriers . . . . .	83z	47z	45z	-5.9	-4.3
Certificated route (all operations including cargo) . . . . .	83	47	38	-7.5	-19.1
Scheduled passenger service . . . . .	73	45	36	-6.8	-20.0
Domestic . . . . .	63	42	28	-7.8	-33.3
International . . . . .	55	31*	21	-9.2	-32.3
Supplemental air carriers (all operations) Passenger service (civil and military) . . . . .	8	12*	7	-1.3	-41.7
Domestic . . . . .	10	2	2	-14.9	0.0
International . . . . .	0	1	1	—	0.0
Total U.S. Air Carrier Fatalities <sup>2</sup> . . . . .					
Certificated route and supplemental carriers . . . . .	261	467	124	-7.2	-73.4
Certificated route (all operations including cargo) . . . . .	261	467	122	-7.3	-73.9
Scheduled passenger service . . . . .	256	463	122	-7.1	-73.7
Domestic . . . . .	253	460	122	-7.0	-73.5
International . . . . .	223	168	122	-5.9	-27.4
Supplemental air carriers (all operations including cargo) . . . . .	30	292	0	—	—
Domestic . . . . .	5	4	0	—	—
International . . . . .	0	0	0	—	—

## AIR CARRIER PROFILE (cont.)

n/a = not available  
r = revised

<sup>1</sup> Excludes ton-miles of express mail, and excess baggage.

<sup>2</sup> Includes certificated route, supplemental and commercial operators of large aircraft (greater than 12,500 pounds base gross weight).

\*One accident occurred which was counted by the NTSB as one domestic accident and one international accident due to unusual circumstances.

Source: The following data references are listed in Appendix A.

Source	Reference Number/Location	Source	Reference Number/Location
a	15) p. 216	m	56) personal comm.
b	13) p. 2	n	15) p. 106
c	15) p. 227	q	14) p. 4
d	13) p. 7	s	14) p. 91
e	13) Table 3	t	15) p. 117
f	15) p. 9	u	14) p. 13/14
g	14) Back of Frontispiece	v	15) p. 105
h	14) Inside back cover	w	14) p. 1
i	17) p. 1	x	15) p. 62
j	16) p. 126	y	56) personal comm.
k	15) p. 63	z	30) p. 28-36
l	15) p. 153		

## GENERAL AVIATION PROFILE

	1965	1974	1975	1965-1975 Average Annual % Change	1974-1975 % Change
<b>I. FINANCIAL</b>					
Expenditures (\$ millions)					
Total .....	1,370 a	4,411 <sup>r</sup> a	4,734 a	13.2	7.3
Aircraft .....	343	830 <sup>r</sup>	830	9.2	0.0
Operating costs .....	1,027	3,581 <sup>r</sup>	3,767	13.9	5.2
<b>II. INVENTORY</b>					
Number of Active Aircraft					
Total, all aircraft .....	95,442 b	164,160 <sup>r</sup> c	171,156 c	6.0	4.3
<b>III. PERFORMANCE</b>					
Number of Miles Flown (millions)					
Business .....	1,204.3 d	1,433.3 d	1,486.9 d	2.1	3.7
Commercial .....	461.2	789.7	818.1	5.9	3.6
Instructional .....	358.7	815.5	829.4	8.7	1.7
Personal .....	512.5	919.6	1,008.3	7.0	9.7
Other .....	25.6	84.6	95.8	14.1	13.2
Total .....	2,562.4	4,042.7	4,238.4	5.2	4.8
Number of Hours Flown (millions)					
Business .....	5.9 e	9.1 e	9.5 e	4.9	4.1
Commercial .....	3.3	6.3	6.5	7.0	3.2
Instructional .....	3.3	8.0	8.2	9.5	2.5
Personal .....	4.0	8.4	9.2	8.7	9.5
Other .....	0.2	0.7	0.7	13.4	0.0
Total .....	16.7	32.5	34.2	7.4	5.2
Number of Fatalities					
Instructional .....	58 f	93 <sup>r</sup> f	60 f	0.3	-35.5
Personal .....	590	836 <sup>r</sup>	861	3.9	3.0
Business .....	135	122 <sup>r</sup>	121	-1.1	-0.8
Executive .....	15	44 <sup>r</sup>	44	11.4	0.0
Aerial Application .....	39	39 <sup>r</sup>	38	-0.3	-2.6
Air Taxi .....	53	109 <sup>r</sup>	85	1.8	-22.0
Other .....	139	195	134	-0.4	-31.3
Total .....	1,029	1,438 <sup>r</sup>	1,345	2.7	-6.5
Accidents					
Fatal .....	538 g	729 g	675 g	2.3	-7.4
Total .....	5,196	4,425	4,237	-2.0	-4.3
Accident Rate per 100,000 Aircraft Hours					
Fatal .....	3.2	2.2	2.0	-4.6	-9.1
Total .....	31.1	13.6	12.4	-8.8	-8.8
Accident Rate per Million Aircraft Miles					
Fatal .....	0.2	0.2	0.2	0.0	0.0
Total .....	2.0	1.1	1.0	-6.7	-9.1

r = revised

Sources: The following data references are listed in Appendix A.

Source	Reference Number/Location	Source	Reference Number/Location
a	28) p.5	e	48) Table 8.3
b	48) Table 8.2	f	60) Personal Comm.
c	48) Table 8.6	g	48) Table 10.10
d	48) Table 8.5		

## HIGHWAY PROFILE

	1965	1974	1975	1965-1975 Average Annual % Change	1974-1975 % Change
<b>I. FINANCIAL</b>					
Government Expenditures (\$ millions)					
Federal . . . . .	240a	535b	633b	10.2	18.3
State and local . . . . .	13,162	23,971	26,027	7.1	8.6
Total . . . . .	13,402	24,506	26,660	7.1	8.8
<b>II. INVENTORY</b>					
Rural Mileage					
Under State control					
State primary system . . . . .	413,948c	410,450d	411,572d	-0.1	0.3
State secondary roads . . . . .	249,298	266,977	268,387	0.7	0.5
Other State roads . . . . .	23,457	28,868	30,838	2.8	6.8
Total . . . . .	686,703	706,295	710,797	0.4	0.6
Under local control					
County roads . . . . .	1,739,491	1,731,188	1,739,020	0.0	0.5
Town and township roads . . . . .	522,774	483,953	489,912	-0.7	1.2
Other local roads . . . . .	84,178	32,568	31,612	-9.3	-2.9
Total . . . . .	2,346,443	2,247,709	2,260,544	-0.4	0.6
Under Federal control . . . . .	150,074	224,148	227,255	4.2	1.4
Municipal Mileage					
Under State control					
Extensions of State primary system . .	50,996	66,532	66,320	2.7	-0.3
Extensions of State secondary roads . .	13,639	17,559	17,772	2.7	1.2
Total . . . . .	64,635	84,091	84,092	2.7	0.0
Under local control					
Local city street . . . . .	441,811	553,564	555,458	2.3	0.3
Total municipal mileage . . . . .	506,446	637,655	639,550	2.4	0.3
Total Rural and Municipal Mileage . . . . .	3,689,666	3,815,807	3,838,146	0.4	0.6

Source: The following data references are listed in Appendix A.

Source	Reference Number/Location
a	50) P. 64
b	51) Table HF-10
c	50) Table M-1
d	51) Table M-1



## AUTOMOBILE PROFILE

	<u>1965</u>	<u>1974</u>	<u>1975</u>	<u>1965-1975 Average Annual % Change</u>	<u>1974-1975 % Change</u>
<b>I. FINANCIAL</b>					
Expenditures (\$ millions)					
New and used cars . . . . .	27,153a	40,941 <sup>r</sup> b	45,592b	5.3	11.4
Tires, tubes, accessories . . . . .	3,155	6,927 <sup>r</sup>	7,569	9.1	9.3
Gasoline and oil . . . . .	15,261	36,293 <sup>r</sup>	38,900	9.8	7.2
Tolls . . . . .	431	764 <sup>r</sup>	771	6.0	0.9
Insurance . . . . .	2,234	5,358 <sup>r</sup>	5,375	9.2	0.3
Auto registration fees . . . . .	1,119c	2,017 <sup>r</sup> d	2,053d	6.3	1.8
Operator's permit fees . . . . .	149	263	264	5.9	0.4
Repair, greasing, washing, parking, storage, rental . . . . .	6,122a	17,615 <sup>r</sup> b	20,279b	12.7	15.1
Total . . . . .	55,624	110,178	120,803	8.1	9.6
Revenues (\$ millions)					
Taxi . . . . .	607	874 <sup>r</sup>	870	3.7	-0.5
<b>II. INVENTORY</b>					
Number of Vehicle Registrations					
Passenger cars and taxis . . . . .	75,260,847e	104,857,327 <sup>r</sup> f	106,712,551f	3.6	1.9
Motorcycles . . . . .	1,381,956	4,966,399 <sup>r</sup>	4,966,844	13.7	0.0
Number of Employees					
Taxis . . . . .	109,500g	93,300h	83,400i	-2.7	-10.6
<b>III. PERFORMANCE</b>					
Vehicle-Miles (millions) <sup>1</sup>					
Urban streets . . . . .	356,663j	585,759 <sup>r</sup> k	609,574k	5.5	4.1
Main rural roads . . . . .	254,975	313,703 <sup>r</sup>	329,050	2.6	4.9
Local rural roads . . . . .	97,662	113,606 <sup>r</sup>	111,848	1.4	-1.5
Total travel . . . . .	709,300	1,013,068 <sup>r</sup>	1,050,472	4.0	3.7
Vehicle-Miles (millions)					
Motorcycles . . . . .	4,965*	22,347	22,351	16.2	0.0
Passenger car and taxis . . . . .	704,335	990,721 <sup>r</sup>	1,028,121	3.9	3.8
Total . . . . .	709,300	1,013,068 <sup>r</sup>	1,050,472	4.0	3.7
Passenger-Miles (millions)					
Total travel, passenger cars & taxis <sup>2</sup> . . . . .	1,549,537	2,179,586 <sup>r</sup>	2,261,866	3.9	3.8
Total travel, motorcycles <sup>3</sup> . . . . .	5,462	24,582	24,586	16.2	0.0
Average Speed (mph), Main Rural Roads <sup>4</sup>					
Passenger cars . . . . .	57.8l	55.8m	56.2m	-0.3	0.72
Number of Vehicles in All Accidents					
Motorcycles . . . . .	200,000n	360,000n	360,000n	6.1	0.0
Passenger cars . . . . .	20,300,000	20,600,000	22,500,000	1.0	9.2
Taxis . . . . .	160,000	150,000	200,000	2.3	33.3
Number of Vehicles in Fatal Accidents					
Motorcycles . . . . .	1,400n	3,000n	2,800n	7.2	-6.7
Passenger cars . . . . .	46,500	40,700	40,100	-1.5	-1.5
Taxis . . . . .	150	240	170	1.3	-29.2

## AUTOMOBILE PROFILE (cont.)

	1965	1974	1975	1964-1974 Average Annual % Change	1974-1975 % Change
<b>Number of Fatalities</b>					
Motor vehicles . . . . .	49,163q	46,629q	46,032q	-0.7	-1.3
Passenger car occupants . . . . .	32,600n	26,600n	27,000n	-1.9	1.5
Taxis . . . . .	100	150	220	8.2	46.7
Motorcycles . . . . .	1,565q	3,420 <sup>r</sup> q	3,282q	7.7	-4.0
Bicycles <sup>5</sup> . . . . .	628	987 <sup>r</sup>	1,005	4.8	1.8
Pedestrians . . . . .	8,768	8,263 <sup>r</sup>	8,106	-0.8	-1.9

r = revised

\*Based on footnote 2, Table VM-1 of Bureau of Public Roads, *Highway Statistics*, 1964.

<sup>1</sup> Includes passenger cars, taxis and motorcycles.

<sup>2</sup> Based on vehicle-mile data from the Federal Highway Administration, Dept. of Transportation, and an average occupancy of 2.2.

<sup>3</sup> Based on vehicle-mile data from the Federal Highway Administration, Dept. of Transportation, and an average occupancy of 1.1.

<sup>4</sup> Speed of free-flowing traffic along level sections of highway.

<sup>5</sup> Involvement only with motor vehicle.

Source: The following data references are listed in Appendix A.

Source	Reference Number/Location	Source	Reference Number/Location
a	40) Table 2.5	h	46) Table B-2
b	39) Table 2.6	i	47) Table B-2
c	50) Table MV-2	j	50) Table VM-1
d	51) Table MV-2	k	51) Table VM-1
e	50) Table MV-1	l	52) Table 1b
f	51) Table MV-1	m	51) Table VS-1
g	45) P. 595	n	27) P. 56
		q	53) Table A-5

## BUS PROFILE

	<u>1965</u>	<u>1974</u>	<u>1975</u>	<u>1965-1975 Average Annual % Change</u>	<u>1974-1975 % Change</u>
<b>I. FINANCIAL</b>					
Expenditures (\$ millions)					
School bus . . . . .	707.0a	1,858 <sup>r</sup> a	2,174a	11.9	17.0
Operating Revenues (\$ millions)					
Intercity bus, total . . . . .	700.5b	1,144.9 <sup>p,r</sup> b	1,165.4 <sup>p</sup> b	5.2	1.8
Intercity bus, Class I . . . . .	607.3c	925.6 <sup>p,r</sup> c	947.6 <sup>p</sup> c	4.5	2.4
Operating Expenses (\$ millions)					
Intercity bus, total . . . . .	599.7b	1,062.7 <sup>p,r</sup> b	1,097.9 <sup>p</sup> b	6.2	3.3
Intercity bus, Class I . . . . .	514.2c	851.4 <sup>p,r</sup> c	887.2 <sup>p</sup> c	5.6	4.2
Taxes Assignable to Operations (\$ millions) <sup>1</sup>					
Intercity bus, total . . . . .	59.4b	94.5 <sup>p,r</sup> b	95.8 <sup>p</sup> b	4.9	1.4
Intercity bus, Class I . . . . .	41.1c	63.0 <sup>p,r</sup> c	63.6 <sup>p</sup> c	4.5	1.0
<b>II. INVENTORY</b>					
Number of Operating Companies					
Intercity bus, total . . . . .	1,100b	950 <sup>p</sup> b	950 <sup>p</sup> b	- 1.5	0.0
Intercity bus, Class I . . . . .	156	78 <sup>p,r</sup>	84 <sup>p</sup>	- 6.0	7.7
Number of Vehicles					
Intercity bus, total . . . . .	19,800	20,600 <sup>p</sup>	20,500 <sup>p</sup>	0.4	- 0.5
School bus . . . . .	229,315d	354,634 <sup>r</sup> e	365,982e	4.8	3.2
Intercity bus, Class I . . . . .	11,295b	9,630 <sup>p,r</sup> b	9,800 <sup>p</sup> b	- 1.4	1.8
Number of Employees of Operating Companies					
Intercity bus, total . . . . .	45,000	49,000 <sup>p</sup>	46,600 <sup>p</sup>	0.4	- 4.9
Miles of Highway Served					
Intercity, total . . . . .	263,000	269,000 <sup>p,r</sup>	272,000 <sup>p</sup>	0.3	1.1
<b>III. PERFORMANCE</b>					
Vehicle-Miles (millions)					
Commercial bus <sup>2</sup>					
Urban streets . . . . .	1,815f	1,555g	1,640g	- 1.0	5.5
Main rural roads . . . . .	922	965	928	0.1	- 3.8
Local roads . . . . .	184	90	80	- 8.0	-11.1
Total travel . . . . .	2,921	2,610	2,648	- 1.0	1.5
School and nonrevenue bus					
Urban streets . . . . .	318	520	550	5.6	5.8
Main rural roads . . . . .	687	920	930	3.1	1.1
Local rural roads . . . . .	758	1,010	1,020	3.0	1.0
Total travel . . . . .	1,763	2,450	2,500	3.6	2.0
All buses					
Urban streets . . . . .	2,133	2,075	2,190	0.3	5.5
Main rural roads . . . . .	1,609	1,885	1,858	1.5	- 1.4
Local rural roads . . . . .	942	1,100	1,100	1.6	0.0
Total travel . . . . .	4,684	5,060	5,148	1.0	1.7
Revenue Passenger-Miles (millions)					
Intercity bus, total . . . . .	23,800b	27,600 <sup>p</sup> b	25,600 <sup>p</sup> b	0.7	- 7.2
Intercity bus, Class I <sup>3</sup> . . . . .	15,749h	14,600 <sup>p</sup> h	13,200 <sup>p</sup> h	- 1.8	- 9.6
Number of Revenue Passengers (millions)					
Intercity bus, total . . . . .	378b	380 <sup>p,r</sup> b	354 <sup>p</sup> b	- 0.7	- 6.8
Intercity bus, Class I . . . . .	219h	157 <sup>p,r</sup> h	152 <sup>p</sup> h	- 3.6	- 3.2
Average Speed (mph) <sup>4</sup>					
Commercial bus, main rural roads . . . . .	57.4i	56j	55.4j	- 0.4	- 1.1

## BUS PROFILE (cont.)

	1965	1974	1975	1965-1975 Average Annual % Change	1974-1975 % Change
Number of Fatalities					
All buses . . . . .	100k	150k	110k	1.0	-26.7
Intercity buses, Class I <sup>5</sup> . . . . .	44l	12	3	-39.3	-75.0
School bus total . . . . .	130m	200n	200n	4.4	0.0
Pupils . . . . .	50	90	90	6.1	0.0
Bus drivers . . . . .	5	10	10	7.2	0.0
Other persons . . . . .	75	100	100	2.9	0.0

p = preliminary

r = revised

<sup>1</sup> Excludes income taxes.

<sup>2</sup> Includes local transit buses. See "Local Transit Profile" for more detailed information on urban bus transportation.

<sup>3</sup> Regular-route intercity service. Excludes local, suburban, charter, and special service.

<sup>4</sup> Speed of free-flowing traffic along level sections of highway.

<sup>5</sup> Class I only, representing about 70% of total intercity bus passenger mileage.

Source: The following data references are listed in Appendix A.

Source	Reference Number/Location	Source	Reference Number/Location
a	28) p. 5	h	26) p. 25
b	26) p. 23	i	52) Table 1b
c	26) p. 24	j	51) Table VS-1
d	50) Table MV-10	k	27) p. 75
e	51) Table MV-10	l	27) p. 79
f	50) Table VM-1	m	27) p. 93
g	51) Table VM-1	n	27) p. 92

## TRUCK PROFILE

	<u>1965</u>	<u>1974</u>	<u>1975</u>	<u>1965-1975 Average Annual % Change</u>	<u>1974-1975 % Change</u>
<b>I. FINANCIAL</b>					
Revenues (\$ millions)					
Local . . . . .	23,041 <sup>a</sup>	58,763 <sup>r</sup> <sub>a</sub>	64,620	10.9	10.0
Intercity					
ICC-regulated . . . . .	10,068	22,700	21,000	7.6	-7.5
Non-ICC-regulated	13,560	26,074 <sup>r</sup>	23,934	5.8	-8.2
Operating Revenues of Class I Intercity					
Motor Carriers (\$ millions)					
Freight, intercity, common carriers . . . . .	6,637 <sup>b</sup>	15,340 <sup>r</sup> <sub>c</sub>	14,103 <sup>p</sup> <sub>c</sub>	7.8	-8.1
Freight, intercity, contract carriers . . . . .	251	399 <sup>r</sup>	430 <sup>p</sup>	5.5	7.8
Freight, local cartage . . . . .	136	570 <sup>r</sup>	527 <sup>p</sup>	14.5	-7.5
Trans. for other Classes I and II carriers . . . . .	52	314 <sup>r</sup>	139 <sup>p</sup>	10.3	-55.7
Other . . . . .	54	80 <sup>r</sup>	41 <sup>p</sup>	-2.7	-48.8
Total . . . . .	7,131	16,703 <sup>r</sup>	15,240 <sup>p</sup>	7.9	-8.8
Operating Expenses of Class I Intercity					
Motor Carriers (\$ millions) . . . . .	6,760 <sup>d</sup>	15,910.0 <sup>r</sup>	14,479 <sup>p</sup>	7.9	-9.0
<b>II. INVENTORY</b>					
Number of Truck Registrations					
Private and commercial . . . . .	14,035,301 <sup>c</sup>	23,462,479 <sup>r</sup> <sub>f</sub>	24,607,708 <sup>f</sup>	5.7	4.9
Federal . . . . .	107,223 <sup>g</sup>	177,970 <sup>r</sup> <sub>h</sub>	190,616 <sup>h</sup>	5.9	7.1
State, county, municipal . . . . .	652,527	948,629 <sup>r</sup>	977,391	4.1	3.0
Total . . . . .	14,795,051 <sup>e</sup>	24,589,078 <sup>r</sup>	25,775,715 <sup>f</sup>	5.7	4.8
Total Number of Employees					
Trucking and Trucking Terminals . . . . .	882,000	1,087,000 <sup>i</sup>	996,000 <sup>j</sup>	1.2	-8.4
Number of Companies, Class I Intercity					
Carriers of Property . . . . .	1,114 <sup>b</sup>	755 <sup>r</sup> <sub>c</sub>	798 <sup>p</sup> <sub>c</sub>	-3.3	5.7
Number of Employees, Class I Intercity					
Carriers of Property . . . . .	375,386 <sup>d</sup>	499,457 <sup>r</sup>	485,206 <sup>p</sup>	2.6	-2.9
<b>III. PERFORMANCE</b>					
Vehicle-Miles (millions)					
Urban streets . . . . .	65,057 <sup>k</sup>	114,339 <sup>l</sup>	117,679 <sup>l</sup>	6.1	2.9
Main rural roads . . . . .	78,826	130,624 <sup>r</sup>	134,727	5.5	3.1
Local rural roads . . . . .	29,773	22,556 <sup>r</sup>	22,048	3.0	-2.3
Total travel . . . . .	173,656	267,519 <sup>r</sup>	274,454	4.7	2.6
Ton-Miles (millions)					
Intercity . . . . .	370,788 <sup>m</sup>	495,000 <sup>n</sup>	488,000 <sup>p</sup> <sub>n</sub>	2.8	1.4
Average Speed, Main Rural Highways (mph) <sup>l</sup>					
All trucks . . . . .	51.8 <sup>q</sup>	54.0 <sup>s</sup>	54.8 <sup>s</sup>	0.6	1.5
Taxes Assignable to Operations (\$ millions)					
State highway-user taxes . . . . .	2,296 <sup>t</sup>	4,632 <sup>t</sup>	4,819 <sup>u</sup>	7.7	4.0
Federal highway-user taxes . . . . .	1,443	2,518	2,351	5.0	-6.6
Total highway-user taxes . . . . .	3,739	7,150	7,170	6.7	2.8
Average Length of Haul (miles)					
Class I intercity motor carriers					
Common . . . . .	259 <sup>v</sup>	324 <sup>r</sup> <sub>w</sub>	330 <sup>w</sup>	2.5	1.9
Contract	144	237 <sup>r</sup>	240	5.2	1.3

## TRUCK PROFILE (cont.)

	1965	1974	1975	1965-1975 Average Annual % Change	1974-1975 % Change
Total Fatalities . . . . .	n/a	2,429 <sup>r</sup> x	2,232 <sup>x</sup>	—	-8.1
Private . . . . .	n/a	601 <sup>r</sup>	620	—	3.2
Authorized . . . . .	n/a	1,709 <sup>r</sup>	1,496	—	-12.5
Exempt . . . . .	n/a	88	101	—	14.8
Others . . . . .	n/a	31	15	—	-51.6
Total Accidents . . . . .	n/a	25,358 <sup>r</sup> y	24,274 <sup>y</sup>	—	-4.3
Private . . . . .	n/a	4,434 <sup>r</sup>	4,898	—	10.5
Authorized . . . . .	n/a	20,233 <sup>r</sup>	18,791	—	7.1
Exempt . . . . .	n/a	408 <sup>r</sup>	430	—	5.4
Others . . . . .	n/a	283	155	—	-45.2

p = preliminary  
r = revised  
n/a = not available

<sup>1</sup> Speed of free-flowing traffic along level sections of highway.

Source: The following data references are listed in Appendix A.

Source	Reference Number/Location	Source	Reference Number/Location
a	28) p. 4	l	51) VM-1
b	21) p. 141	m	22) p. 53
c	19) p. 146	n	19) p. 142
d	21) p. 142	q	52) Table 1b
e	50) MV-1	s	51) VS-1
f	51) MV-1	t	6) Inside back cover
g	50) MV-7	u	7) Back cover
h	51) MV-7	v	25) p. 3
i	29) p. 23	w	57) personal comm.
j	28) p. 23	x	49) p. 2
k	50) VM-1	y	49) p. 1

## LOCAL TRANSIT PROFILE

	1965	1974	1975	1965-1975 Average Annual % Change	1974-1975 % Change
<b>I. FINANCIAL</b>					
Passenger Revenue (\$ millions)					
Motorbus . . . . .	971.9 a	1,269.6 a	1,310.1 a	3.0	3.2
Subway and elevated - heavy rail . . . . .	279.0	486.7	504.3	6.1	3.6
Surface rail - light rail . . . . .	48.6	31.7	28.1	-5.3	-11.4
Trolley coach . . . . .	40.6	17.2	15.4	-9.2	-10.5
Total . . . . .	1,340.1	1,805.2	1,860.5*	3.3	3.1
Operating Revenue (\$ millions)					
Motorbus . . . . .	1,036.3	1,377.3	1,437.7	3.3	4.4
Subway and elevated - heavy rail . . . . .	310.1	505.8	517.1	5.3	2.2
Surface rail - light rail . . . . .	55.7	36.5	28.9	-6.4	-20.8
Trolley coach . . . . .	41.7	20.1	15.9	-9.2	-20.9
Total . . . . .	1,443.8	1,939.7	2,002.4*	3.3	3.2
<b>II. INVENTORY</b>					
Number of Companies					
Electric railways <sup>1</sup> . . . . .	14 b	14 c	17 d	2.0	21.4
Motorbus . . . . .	1,145	930	928	-2.1	-0.2
Trolley coach and motorbus . . . . .	10	2	2	-14.9	0.0
Number of Vehicles					
Motorbus . . . . .	49,600 e	48,700 e	50,811 e	0.2	4.3
Subway and elevated - heavy rail . . . . .	9,115	9,403	9,608	0.5	2.2
Surface rail - light rail . . . . .	1,549	1,068	1,061	3.7	0.7
Trolley coach . . . . .	1,453	718	703	-7.0	-2.1
Total . . . . .	61,717	59,889	62,183	0.1	3.8
Number of Employees					
Motorbus, surface rail, trolley coach, subway and elevated . . . . .	145,000 f	153,100 f	159,800 <sup>P</sup> f	1.0	4.4
<b>III. PERFORMANCE</b>					
Revenue Vehicle-Miles (millions)					
Motorbus . . . . .	1,528.3 g	1,431.0 g	1,528.0 <sup>P</sup> g	0.0	6.8
Subway and elevated - heavy rail . . . . .	395.3	431.9	423.1 <sup>P</sup>	0.7	-2.0
Surface rail - light rail . . . . .	41.6	26.9	23.8 <sup>P</sup>	-5.4	-11.5
Trolley coach . . . . .	43.0	17.6	14.3 <sup>P</sup>	-10.4	-18.8
Total . . . . .	2,008.2	1,907.4	1,989.7 <sup>P</sup> *	-0.1	4.3
Revenue Passengers Carried (millions)					
Motorbus . . . . .	4,730.0 h	3,997.6 h	4,080.9 <sup>P</sup> h	-1.5	2.1
Subway and elevated - heavy rail . . . . .	1,678.0	1,435.1	1,384.7 <sup>P</sup>	-1.9	3.5
Surface rail - light rail . . . . .	204.0	113.7	93.7 <sup>P</sup>	-7.5	-17.6
Trolley coach . . . . .	186.0	59.5	55.8 <sup>P</sup>	-11.3	-6.2
Total . . . . .	6,798.0	5,605.9	5,625.8 <sup>P</sup> *	-1.9	0.4
Number of Fatalities in Local Transit <sup>2</sup>					
Total . . . . .	n/a	9 i	6 i	—	-33.3
Motorbus . . . . .	n/a	2	n/a	—	—
Trolley coach . . . . .	n/a	2	n/a	—	—
Light rail . . . . .	n/a	1	n/a	—	—
Heavy rail . . . . .	n/a	4	n/a	—	—

\*includes cable car and inclined plane  
n/a = not available  
p = preliminary

<sup>1</sup> Includes surface rail and subway and elevated.

<sup>2</sup> Reported number of passenger fatalities collected by APTA resulting from vehicle accidents; they are not necessarily the national total.

Sources: The following data references are listed in Appendix A.

Source	Reference Number/Location	Source	Reference Number/Location
a	4) Tables 8/9	f	4) Table 11
b	3) p. 1	g	4) Table 10
c	5) p. 9	h	4) Table 7
d	4) p.23	i	59) Personal Comm.
e	4) Table 12		

## WATER TRANSPORT PROFILE

	<u>1965</u>	<u>1974</u>	<u>1975</u>	<u>1965-1975 Average Annual % Change</u>	<u>1974-1975 % Change</u>
<b>I. FINANCIAL</b>					
Revenues (\$ millions)					
Domestic Freight . . . . .	1,677 <sup>a</sup>	2,755 <sup>r</sup>	2,960 <sup>a</sup>	5.8	7.4
Coastal waterways . . . . .	692	1,004	1,136	5.1	13.1
Inland waterways . . . . .	381	899	950	9.6	5.7
Great Lakes . . . . .	213	340	348	5.0	2.4
Locks, channels, etc. . . . .	391	512 <sup>r</sup>	526	3.0	2.7
International freight . . . . .	2,081	5,386 <sup>r</sup>	5,097	9.4	-5.4
Domestic passengers, intercity . . . . .	12	16	16	2.9	0.0
International passenger <sup>1</sup> . . . . .	333	259	281	-1.7	8.5
Revenue of Class A and B Carriers by Inland and Coastal Waterways (\$ millions)					
Line service operating revenues					
Freight . . . . .	205 <sup>b</sup>	516 <sup>r</sup> <sup>c</sup>	600 <sup>P</sup> <sup>c</sup>	11.3	16.2
Passenger . . . . .	8	14 <sup>r</sup>	11 <sup>P</sup>	3.2	-21.4
Other . . . . .	20	25 <sup>r</sup>	24 <sup>P</sup>	1.8	-4.0
Other operating revenue . . . . .	3	5 <sup>r</sup>	3 <sup>P</sup>	0.0	-40.0
Revenue from terminal operations . . . . .	21	36	30 <sup>P</sup>	3.6	-16.7
Rent and motor carrier revenue . . . . .	25	36 <sup>r</sup>	50 <sup>P</sup>	7.2	38.9
Total waterline operating revenues . . . . .	283	632 <sup>r</sup>	718 <sup>P</sup>	9.8	13.6
Revenues of U.S. Commercial Fishing Fleet					
U.S. Commercial Landings (\$ millions) . . . . .	446 <sup>f</sup>	898 <sup>P</sup> <sup>d</sup>	971 <sup>P</sup> <sup>d</sup>	8.1	8.1
Revenues of Maritime Carriers (\$ millions)					
Coastwise and intercoastal service . . . . .	104 <sup>e</sup>	249 <sup>r</sup> <sup>c</sup>	211 <sup>P</sup> <sup>c</sup>	7.3	-15.3
Charter . . . . .	20	62 <sup>r</sup>	59 <sup>P</sup>	11.4	-4.8
Total vessel operating revenues . . . . .	580	1,379 <sup>r</sup>	1,252 <sup>P</sup>	8.0	-9.2
Total waterline operating revenues . . . . .	679	1,478 <sup>r</sup>	1,342 <sup>P</sup>	7.1	-9.2
Operating Expenses of Classes A and B Carriers by Inland and Intracoastal Waterways (\$ millions)					
Inland and Intracoastal Waterways (\$ millions) . . . . .	240 <sup>g</sup>	539 <sup>r</sup>	623 <sup>P</sup>	10.0	15.6
Operating Expenses of Maritime Carriers (\$ millions)					
Maritime Carriers (\$ millions) . . . . .	652 <sup>e</sup>	1,319 <sup>r</sup>	1,252 <sup>P</sup>	6.7	-5.1
Government Expenditures (\$ millions)					
Federal expenditures					
Coast Guard . . . . .	386 <sup>h</sup>	851 <sup>h</sup>	929 <sup>h</sup>	9.2	9.2
Merchant Marine . . . . .	337	503	535	4.7	6.4
Total waterways . . . . .	400	516	577	3.7	11.8
Inland and intracoastal waterways <sup>2</sup> . . . . .	214	276	308	3.7	11.6
State and local expenditures					
Coast Guard . . . . .	0	0	0	0.0	0.0
Merchant Marine . . . . .	0	0	0	0.0	0.0
Total waterways . . . . .	276	625	650	8.9	4.0
<b>II. INVENTORY</b>					
Number of Companies, Class A and B Carriers by Inland and Coastal Waterways . . . . .					
Inland and Coastal Waterways . . . . .	90 <sup>b</sup>	75 <sup>r</sup> <sup>c</sup>	66 <sup>P</sup> <sup>c</sup>	-3.1	12.0
Number of Companies, Maritime Carriers . . . . .					
Maritime Carriers . . . . .	20 <sup>e</sup>	9 <sup>r</sup>	7 <sup>P</sup>	-10.0	-22.0
Number of Employees					
Ships, boat building, and repairs . . . . .	160,200 <sup>l</sup>	203,700 <sup>r</sup> <sup>m</sup>	194,000 <sup>n</sup>	1.9	-4.8
Transportation services . . . . .	230,200 <sup>q</sup>	209,000 <sup>r</sup> <sup>s</sup>	189,600 <sup>t</sup>	-1.9	-9.3



## WATER TRANSPORT PROFILE (cont.)

	1965	1974	1975	1965-1975 Average Annual % Change	1974-1975 % Change
<b>Number of Employees</b>					
Maritime carriers . . . . .	12,282b	10,162c	8,546c	-3.6	-15.9
Class A and B carriers by inland and coastal waterways . . . . .	10,291g	8,196f	7,297	-3.4	-11.0
<b>Mileage of Commercially Navigable Inland Waterways . . . . .</b>					
	25,380v	25,543v	25,543v	0.1	0.0
<b>Number of Vessels</b>					
Total non-self-propelled . . . . .	16,789	25,410	26,787	4.8	5.4
Dry cargo barges and scows . . . . .	14,241	21,876	23,164	5.0	5.9
Tank barges . . . . .	2,548	3,534	3,623	3.6	2.5
Self-propelled towboats and tugs . . . . .	4,054	4,100	4,240	0.5	3.4
U.S. Commercial Fishing Fleet . . . . .	12,311w	15,891w	n/a	—	—
U.S. Passenger Liners <sup>a</sup> . . . . .	27y	6 <sup>r</sup> y	6y	14.0	0.0
<b>U.S. Merchant Marine (over 1,000 gross tons)</b>					
Total U.S. Flag . . . . .	2,376z	922z	857z	-9.7	-7.0
Privately Owned . . . . .	948	583	580	-4.8	-0.5
Government Owned . . . . .	1,428	339	277	-15.1	-18.3
Number of Recreational Boats (millions) . . . . .	6.4bb	8.6bb	8.9bb	3.4	3.5
<b>III. PERFORMANCE</b>					
Passenger-Miles, Intercity (millions) . . . . .	3,100cc	4,000cc	4,000cc	2.6	0.0
<b>Ton-Miles (millions)</b>					
<b>Domestic waterfreight</b>					
Coastwise . . . . .	302,546j	322,802j	315,846j	0.4	-2.2
Internal . . . . .	109,701	183,203	180,399	5.1	-1.5
Lakewise . . . . .	75,918	78,880	68,517	-1.0	-13.1
Local . . . . .	1,638	1,460	1,222	-2.9	-16.3
Total . . . . .	489,803	586,345	565,984	1.5	-3.5
Domestic Deep Sea* . . . . .	227,000dd	230,000dd	223,000dd	-0.2	-3.0
<b>Tons of Freight Hauled (millions)</b>					
<b>Domestic water</b>					
Coastwise . . . . .	201j	233j	232j	1.4	-0.4
Internal . . . . .	370	511	504	3.1	-1.4
Lakewise . . . . .	154	146	129	-1.8	-11.6
Local . . . . .	103	88	78	-2.7	-11.4
Total . . . . .	828	979	943	1.3	-3.7
<b>Exports</b>					
Great Lakes ports . . . . .	32i	28i	35i	0.9	25.0
Coastal ports . . . . .	142	239	237	5.3	-0.8
Total . . . . .	174	267	272	4.6	1.9
<b>Imports</b>					
Great Lakes . . . . .	25	23	21	-1.7	-8.7
Coastal ports . . . . .	245	474	455	6.4	-4.0
Total . . . . .	270	497	476	5.8	-4.2
Tons of Freight, Intraterritorial (millions) . . . . .	1	4	3	11.6	-25.0
<b>Average Haul, Domestic System (miles-per-ton)</b>					
Coastwise . . . . .	1,501.8j	1,383.3j	1,361.8j	-1.0	-1.6
Internal . . . . .	296.8	358.5	358.0	1.9	-0.1
Lakewise . . . . .	494.0	540.0	529.8	0.7	-1.9
Local . . . . .	15.9	16.6	15.6	-0.2	-6.0
Total . . . . .	591.8	599.1	599.9	0.1	0.1

## WATER TRANSPORT PROFILE (cont.)

	1965	1974	1975	1965-1975 Average Annual % Change	1974-1975 % Change
<b>Cargo Capacity (net tons)</b>					
Total non-self-propelled vessels . . . . .	19,554,021v	33,727,557v	35,645,352v	6.2	5.7
Dry cargo barges and scows . . . . .	14,607,733	25,525,996	27,135,336	6.4	6.3
Tank barges . . . . .	4,946,288	8,201,561	8,510,106	-5.6	3.8
<b>Total Number of Fatalities in Water-</b>					
<b>borne Transport<sup>3</sup></b>					
Inspected, total . . . . .	126u	192k	190k	4.2	-1.0
Passenger & ferry, large & small . . . . .	21	34	8	-9.2	-76.5
Freight . . . . .	0	18	1	—	-94.4
Cargo, barge . . . . .	15	6	2	-18.2	-66.7
Tank ships & tank barges . . . . .	0	0	1	—	—
Government Owned Vessels . . . . .	5	5	3	-5.0	-40.0
Miscellaneous . . . . .	0	0	0	0.0	0.0
Uninspected, total . . . . .	1	5	1	0.0	-80.0
Commercial fishing . . . . .	105	158	182	5.7	15.2
Tugs . . . . .	42	75	70	5.2	-6.7
Foreign . . . . .	10	25	14	3.4	-44.0
Miscellaneous . . . . .	35	17	53	4.2	211.8
	18	41	45	9.6	9.8
<b>Number of Fatalities in Recreational Boating</b>					
Inboard . . . . .	175x	124ee	95aa	-5.9	-23.4
Outboard . . . . .	806	691	753	-0.7	9.0
Inboard/Outboard <sup>5</sup> . . . . .	n/a	52	62	—	19.2
Other . . . . .	294	272	365	2.2	34.2
Propulsion Unknown . . . . .	85	307	191	8.4	-37.8
Total . . . . .	1,360	1,446	1,466	0.8	1.4

<sup>1</sup> Revenues paid by American travelers to U.S. and foreign flag carriers.

<sup>2</sup> Does not include Great Lakes and coastal harbors.

<sup>3</sup> Fatalities on a fiscal year basis due to vessel casualties.

<sup>4</sup> Passenger capacity greater than 125.

<sup>5</sup> The 1965 figure is included under inboard fatalities.

\*This data is also included in the Domestic Coastwise Figure above.

p = preliminary

r = revised

n/a = not available.

Source: The following data references are listed in Appendix A.

Source	Reference Number/Location	Source	Reference Number/Location	Source	Reference Number/Location
a	28) p. 4-5	j	32) Sec.3, Table 1	v	8) p. 1/2/3
b	21) p. 146/149	k	34) p. 10	w	38) Gen. Review
c	19) p. 148/149	l	45) sic 373	x	33) p. 24
d	36) p. 6	m	46) sic 373	y	61) personal comm.
e	21) p. 148	n	47) sic 373	z	35) p. 2
f	37) p. 20	q	45) sic 44	aa	33) p. 19
g	21) p. 147	s	46) sic 44	bb	33) p. 5
h	9) Table 6/7/8/9	t	47) sic 44	cc	28) p. 18
i	32) Sec.1, Table 1a/1b	u	63) personal comm.	dd	28) p. 8
				ee	33) p.17

## RAIL PROFILE

### A. CLASS I RAILROADS

	<u>1965</u>	<u>1974</u>	<u>1975</u>	<u>1965-1974 Average Annual % Change</u>	<u>1974-1975 % Change</u>
<b>I. FINANCIAL</b>					
Revenues, Class I Line-Haul Railroads (\$ millions)					
Passenger . . . . .	553.1a	289.1†a	295.2†a	-6.1	2.1
Commutation . . . . .	136.4	194.2†	200.1†	3.9	3.0
Other than commutation . . . . .	416.4	96.0†	96.5†	-13.6	0.5
Freight . . . . .	8,836.0b	15,766.7b	15,389.8b	5.7	-2.4
Mail . . . . .	311.3	91.9	*	—	—
Express . . . . .	76.5	4.4	*	—	—
Other . . . . .	431.0	769.7	715.5	5.2	-7.0
Total operating revenues . . . . .	10,207.8	16,922.8	16,401.9	4.9	-3.1
Operating Expenses, Class I Line-Haul Railroads (\$ millions) . . . . .					
	7,849.8	13,107.9	13,237.1	5.4	1.0
<b>II. INVENTORY</b>					
Number of Vehicles, Class I Railroads					
Freight-carrying cars . . . . .	1,478,005c	1,339,223c	1,314,135c	-1.2	-1.9
Passenger train cars . . . . .	21,327d	4,933†d	4,484†d	-14.4	-9.1
Locomotives . . . . .	27,816e	27,627e	27,846e	0.0	0.8
Number of Companies, Class I Railroads . . . . .	76n	72f	72f	-5.4	0.0
Number of Employees, Class I Railroads . . . . .	639,961g	516,460†g	478,349†g	-2.9	-7.4
Line Mileage, All Line-Haul Railroads . . . . .	211,925h	200,000†h	199,411h	-0.6	-0.3
<b>III. PERFORMANCE</b>					
Car Mileage, Class I Railroads (millions)					
Freight . . . . .	29,764i	31,187i	28,068i	-0.6	-10.0
Passenger . . . . .	1,688	100	68	-27.5	-32.0
Total . . . . .	31,539	31,387	28,241	-1.1	-10.0
Train Mileage, Class I Railroads (millions)					
Freight . . . . .	421.0	469.3	402.6	-0.5	-14.2
Passenger . . . . .	172.3	34.4	34.9	-14.8	1.5
Total . . . . .	593.3	503.7	437.4	-3.0	-13.2
Locomotive Mileage, Class I Railroads (millions)					
Freight . . . . .	1,328.5	1,374.4	1,231.5	-0.8	-10.4
Passenger . . . . .	362.0	20.2	19.7	-25.3	-2.5
Total . . . . .	1,690.5	1,394.6	1,251.2	-3.0	-10.3
Revenue Passengers Carried, Class I Railroads (millions)					
Commutation . . . . .	193a	194†a	192†a	-0.1	-1.0
Other passenger . . . . .	106	62	60	-5.5	-3.2
Revenue Passenger Miles, Class I Railroads (millions)					
Commutation . . . . .	4,128a	4,376†a	4,376†a	0.6	0.0
Other passenger . . . . .	13,260	1,423	1,546	-19.3	8.6
Average Passenger Trip Length, Class I Railroads (miles)					
Commutation . . . . .	21	23†	23†	0.9	0.0
Other passenger <sup>3</sup> . . . . .	125	23†	26	-14.5	13
Revenue Ton-Miles, Class I Railroads (millions)					
Freight . . . . .	697,878j	850,961j	754,252j	0.8	—

**RAIL PROFILE**  
**A. CLASS I RAILROADS (cont.)**

	1965	1974	1975	1965-1975 Average Annual % Change	1974-1975 % Change
Average Haul, Class I Railroads (miles)					
Freight . . . . .	274.5	311.5 <sup>r</sup>	309.4	1.2	-0.7
Number of Fatalities, Railroads and Grade Crossings					
Passengers on trains . . . . .	11k	7l	9m	-2.0	28.6
Employees on duty . . . . .	131	140	108	-1.9	-22.9
Employees not on duty . . . . .	9	4	3	-10.4	-25.0
Trespassers . . . . .	625	566	518	-1.9	-8.5
Others . . . . .	1,551	1,196	903	-5.3	-24.5
Total . . . . .	2,327	1,913	1,541	-4.0	-19.4
Railroads and Grade Crossing Fatalities <sup>2</sup> . . . . .	1,437	1,224	966	-3.9	-21.1
Railroad Fatalities <sup>2</sup> . . . . .	890	689	575	-4.3	-16.5

† = Amtrak and Auto Train figures (p. 16) subtracted from data given in source reference.  
p = preliminary  
r = revised

\*NOTE: % decrease largely due to separation of Amtrak operations data, May 1971.

<sup>1</sup> Includes loaded and empty freight cars, not cabooses.

<sup>2</sup> These fatalities are included in the above classifications and total.

<sup>3</sup> Includes Amtrak and Auto-Train.

Source: The following data references are listed in Appendix A.

Source	Reference Number/Location	Source	Reference Number/Location
a	10) p. 7, 16	h	11) p. 46
b	10) p. 1	i	10) p. 11
c	10) p. 9	j	10) p. 5
d	10) p. 10	k	58) Personal Comm.
e	10) p. 8	l	54) p. 20
f	10) Table of Contents	m	54) p. 28
g	10) p. 4	n	12) p. 2

## RAIL PROFILE

### B. AMTRAK

	1965*	1974	1975	1965-1975* Average Annual % Change	1974-1975 % Change
<b>I. FINANCIAL</b>					
Revenues (\$ thousands)					
Passenger . . . . .		222,593a	212,130a		-4.6
Commutation . . . . .		5,500	6,037		9.8
Other than commutation . . . . .		271,093	206,392		23.9
Mail . . . . .		6,086	n/a		—
Express . . . . .		679	n/a		—
Other . . . . .		27,552	40,268		46.2
Total operating revenues . . . . .		256,910	252,697		-1.6
Operating Expenses . . . . .		462,932	531,481		14.8
<b>II. INVENTORY</b>					
Number of Vehicles					
Passenger train cars . . . . .		1,848	1,913		-3.5
Locomotives . . . . .		457	355		-22.3
Number of Companies . . . . .		1	1		0.0
Number of Employees . . . . .		8,089a	8,808		-8.9
Line Mileage . . . . .		23,941b	24,836b		3.7
<b>III. PERFORMANCE</b>					
Car Mileage (millions)					
Passenger . . . . .		245.9a	237.6		-3.4
Train Mileage (millions)					
Passenger . . . . .		29.5	30.2		2.4
Locomotive Mileage (millions)					
Passenger . . . . .		50.8	44.3		-12.8
Revenue Passengers Carried (millions)					
Commutation . . . . .		3.3	3.2		-3.0
Other passenger . . . . .		14.9	13.6		-8.7
Revenue Passenger Miles (millions)					
Commutation . . . . .		156.4	137.3		-12.2
Other passenger . . . . .		4,102.4	3,616.1		-11.9
Average Passenger Trip Length (miles)					
Commutation . . . . .		47	43		-8.5
Other passenger . . . . .		275	266		3.3

n/a = not available

\*The National Railroad Passenger Corporation (Amtrak) came into operation in May 1971, thus no 1965 figures are available.

Source: The following data references are listed in Appendix A.

Source	Reference Number/Location
a	10) p. 16
b	24) p. 17

## OIL PIPELINE PROFILE

	1965	1974	1975	1965-1975 Average Annual % Change	1974-1975 % Change
<b>I. FINANCIAL</b>					
Operating Revenues (\$ millions)					
ICC-regulated	904 <sup>a</sup>	1,587 <sup>r</sup> <sup>a</sup>	1,881 <sup>a</sup>	7.6	18.5
Non-regulated	147	291 <sup>r</sup>	348	9.0	19.6
Total	1,051	1,878 <sup>r</sup>	2,229	7.8	18.7
Operating Expenses (\$ millions)					
ICC-regulated	497 <sup>b</sup>	943 <sup>r</sup> <sup>c</sup>	1,038 <sup>P</sup> <sup>c</sup>	7.6	10.1
Taxes, ICC-regulated Companies (\$ millions)					
Federal	134	148 <sup>d</sup>	247 <sup>e</sup>	6.3	66.9
Other	48	91	96	7.1	5.5
<b>II. INVENTORY</b>					
Number of ICC-regulated Companies	84	103 <sup>r</sup> <sup>c</sup>	104 <sup>P</sup> <sup>c</sup>	2.2	1.0
Number of Employees, ICC-regulated Companies	15,635	15,222	15,047 <sup>P</sup>	-0.4	-1.1
Mileage <sup>1</sup>	213,764 <sup>f</sup>	223,583 <sup>r</sup> <sup>f</sup>	224,811 <sup>f</sup>	0.5	0.5
<b>III. PERFORMANCE</b>					
Intercity Ton-Miles (millions)					
ICC-regulated	263,500 <sup>g</sup>	427,700 <sup>r</sup> <sup>h</sup>	428,200 <sup>i</sup>	5.0	-1.1
Non-regulated	42,900	78,300 <sup>r</sup>	79,100	6.3	1.0
Total	306,400	506,000	507,300	5.2	0.3
Tons Transported (millions) <sup>2</sup>					
Crude petroleum <sup>3</sup>	364 <sup>j</sup>	465 <sup>r</sup> <sup>k</sup>	456 <sup>l</sup>	2.3	-1.9
Petroleum products (delivered from lines)	222	419 <sup>r</sup>	425	6.7	1.4
Total	586	884 <sup>r</sup>	881	4.2	-0.3

<sup>1</sup> Regulated plus unregulated mileage of crude oil trunk and gathering lines, plus refined oil trunk lines.

<sup>2</sup> Data has been converted from barrels to short tons per Table 2, Section XV, Basic Petroleum Data Book, American Petroleum Institute.

<sup>3</sup> Excludes crude oil imported for direct burning for fuel use by pipeline.

p = preliminary

r = revised

Source: The following data references are listed in Appendix A.

Source	Reference Number/Location	Source	Reference Number/Location
a	28) p. 4	g	23) p. 57
b	21) p. 153	h	19) p. 143
c	19) p. 151	i	57)*Personal Comm.
d	20) p. 121	j	43) Tables 17, 20
e	19) p. 142	k	44) p. 990, 1036
f	28) p. 31	l	42) Tables 14, 33

## NATURAL GAS PIPELINE PROFILE

	1965	1974	1975	1965-1975 Average Annual % Change	1974-1975 % Change
<b>I. FINANCIAL<sup>1,2</sup></b>					
Operating Revenues (\$ millions)					
Total Operating Revenues . . . . .	4,088 a	9,085 b	11,898 b	11.3	31.0
Operating Expenses (\$ millions)					
Operating Expenses . . . . .	2,747	6,078	8,463	11.9	39.2
Maintenance Expenses . . . . .	78	164	187	9.1	14.0
Total Operating and Maintenance Expenses . . . . .	2,825	6,242	8,650	11.8	38.6
Taxes					
Federal Taxes . . . . .	230	579	741	12.4	28.0
State and Local Taxes . . . . .	125	234	273	8.1	16.7
Total Taxes . . . . .	355	813	1,014	11.1	24.7
<b>II. INVENTORY</b>					
Number of Interstate Natural Gas Pipeline Companies	125 c	120 d	122 c	-0.2	1.7
Number of Employees <sup>2</sup> . . . . .	29,600 e	36,200 e	37,200 e	2.3	2.8
Miles of Transmission Pipelines <sup>3</sup> . . . . .	211,300 f	262,600 f	262,200 f	2.2	-0.2
<b>III. PERFORMANCE</b>					
Natural Gas Liquids Turned Into Lines (million gal.) <sup>4</sup> . . . . .					
	6,413 g	19,626 h	21,198 h	12.7	8.0
Total Fatalities . . . . .					
Gas Distribution . . . . .	n/a	34 i	21 j	—	-38.2
Gas Transmission . . . . .	n/a	20	8	—	-60.0
Liquid Transmission . . . . .	n/a	4	6	—	50.0
	n/a	10	7	—	-30.0

n/a = not available  
r = revised

<sup>1</sup>Data for years following 1970 not directly comparable to previous years due to reclassification of several companies.  
<sup>2</sup>Investor-owned gas utility industry transmission companies only.  
<sup>3</sup>Mileage does not include field and gathering pipelines or distribution mains.  
<sup>4</sup>Source data in 42 gallon barrels converted to gallons.

Sources: The following data references are listed in Appendix A.

Source	Reference Number/Location	Source	Reference Number/Location
a	1) Table 176	f	2) Table 42
b	2) Table 129	g	43) Table 20
c	62) Personal Comm.	h	42) Table 33
d	18) News Release	i	55) p. 46
e	2) Table 157	j	54) p. 70

**SELECTED PASSENGER  
AND  
CARGO PERFORMANCE INDICATORS  
BY MODE**



**SELECTED PASSENGER AND CARGO PERFORMANCE  
INDICATORS BY MODE, 1965, 1974 AND 1975**

<b>AIR CARRIER</b>	<u>1965</u>	<u>1974</u>	<u>1975</u>
<b>Revenue passenger-miles per capita</b>			
Domestic operations			
Certificated, all services	275.0	632.3	638.4
Scheduled service	268.1	613.7	618.4
Non-scheduled service	6.9	18.6	20.0
International operations			
Certificated, all services	103.3	191.0	174.9
Scheduled service	86.8	157.0	145.6
Non-scheduled service	16.5	34.0	29.3
<b>Revenue passenger-miles per aircraft (millions)</b>			
Domestic and international operations, certificated route air carriers, all services	n/a	72.2	71.2
<b>Revenue ton-miles of freight <sup>1</sup> per capita</b>			
Domestic operations			
Certificated, all services	7.0	13.5	12.9
Scheduled service	5.3	13.3	12.8
Non-scheduled service	1.7	0.3	0.2
International operations			
Certificated, all services	4.3	11.3	10.8
Scheduled service	3.7	9.8	9.6
Non-scheduled service	0.6	1.5	1.2
<b>GENERAL AVIATION</b>			
U.S. population per eligible aircraft	2,028.0	1,288.0 <sup>r</sup>	1,245.0
Total number of miles flown per capita	13.2	19.1	19.9
Total number of miles flown per aircraft	26,848.0	24,627.0 <sup>r</sup>	24,763.0
Total flight time per capita (minutes)	5.2	9.2	9.6
Total number of hours flown per aircraft	174.9	197.9 <sup>r</sup>	199.8
<b>HIGHWAY</b>			
Average number of autos per one mile of rural highway			
Under state control	109.6	148.5 <sup>r</sup>	150.1
Under local control	32.1	46.7 <sup>r</sup>	47.2
Under Federal control	501.5	467.8 <sup>r</sup>	469.6
Total rural roads	23.6	33.0 <sup>r</sup>	33

<sup>1</sup> Excludes ton-miles of mail, express, excess baggage and passengers.

r = revised

n/a = not available

Note: Per capita figures are based on 1965, 1974 and 1975 total resident populations of 193,526,000; 211,032,000 and 213,032,000 respectively (Excludes armed forces abroad).

Source: Statistical Abstract of the U.S., 1976, p. 5.

**SELECTED PASSENGER AND CARGO PERFORMANCE  
INDICATORS BY MODE, 1965, 1974 AND 1975 (cont.)**

HIGHWAY (cont.)	<u>1965</u>	<u>1974</u>	<u>1975</u>
Average number of autos per one mile of municipal highway			
Under state control	1,164.4	1,247.0 <sup>r</sup>	1,269.0
Under local control	170.3	189.4 <sup>r</sup>	192.1
Total municipal mileage	148.6	164.4 <sup>r</sup>	166.9
Average number of autos per one mile of rural and municipal highway	20.4	27.5 <sup>r</sup>	27.8
<b>AUTOMOBILE</b>			
U.S. Population per registered vehicle			
Passenger cars and taxis	2.6	2.0	2.0
Motorcycles	140.0	42.6 <sup>r</sup>	42.9
Vehicle-miles of travel per capita, passenger cars, taxis, motorcycles			
Urban streets	1,843.0	2,771.0 <sup>r</sup>	2,861.4
Main rural roads	1,317.5	1,484.0 <sup>r</sup>	1,544.6
Local rural roads	504.6	537.4 <sup>r</sup>	525.0
Total travel	3,665.1	4,792.4 <sup>r</sup>	4,931.0
Passenger-miles per capita, passenger cars and taxis, total travel	8,006.9	10,310.8 <sup>r</sup>	10,617.5
Vehicle-miles of travel per vehicle, passenger cars and taxis			
Urban streets	4,739.0	5,586.2 <sup>r</sup>	5,712.3
Main rural roads	3,387.8	2,991.7 <sup>r</sup>	3,083.5
Local rural roads	1,297.6	1,083.4 <sup>r</sup>	1,048.1
Total travel	9,424.5	9,661.4 <sup>r</sup>	9,843.9
Passenger-miles per vehicle, passenger cars and taxis	20,588.9	20,786.2 <sup>r</sup>	21,195.9
<b>BUS</b>			
U.S. population per intercity bus	9,774.0	10,262.0	10,392.0
Vehicle-miles per capita			
Commercial buses	15.1	12.3	12.4
Local and non-revenue buses	9.1	11.6	11.7
Total	24.2	23.9	24.1

**SELECTED PASSENGER AND CARGO PERFORMANCE  
INDICATORS BY MODE, 1965, 1974 AND 1975 (cont.)**

<b>BUS (cont.)</b>	<u>1965</u>	<u>1966</u>	<u>1967</u>
Vehicle-miles per capita, all buses			
Urban streets	11.0	9.8	10.3
Main rural roads	8.3	8.9	8.7
Local rural roads	4.9	5.2	5.2
Total travel	24.2	23.9	24.2
Revenue passenger-miles per capita			
Total intercity bus	123.0	130.6	120.2
Revenue passenger-miles per vehicle			
Total intercity bus (millions)	1.2	1.3	1.2
<b>TRUCK</b>			
Vehicle-miles per capita, all trucks			
Urban streets	336.2	540.9	552.4
Main rural roads	407.3	617.9 <sup>r</sup>	632.4
Local rural roads	153.8	106.7 <sup>r</sup>	103.5
Total travel	897.3	1,265.5 <sup>r</sup>	1,288.3
Vehicle-miles per truck registration			
Urban streets	4,397.2	4,650.0 <sup>r</sup>	4,565.4
Main rural roads	5,327.9	5,312.3 <sup>r</sup>	5,226.8
Local rural roads	2,012.4	917.3 <sup>r</sup>	855.3
Total travel	11,737.4	10,879.6 <sup>r</sup>	10,647.7
Intercity ton-miles per capita	1,916.0	2,341.7	2,290.7
<b>LOCAL TRANSIT</b>			
Revenue vehicle-miles per vehicle			
Motor bus	30,813.0	29,384.0	30,072.0
Subway and elevated	43,368.0	45,932.0	44,036.0
Surface rail	26,856.0	25,187.0	22,432.0
Trolley coach	29,594.0	24,513.0	20,341.0
Total transit	32,539.0	31,849.0	31,997.0
Revenue vehicle-miles per capita			
Motor bus	7.9	6.8	
Subway and elevated	2.0	2.0	
Surface rail	0.2	0.1	
Trolley coach	0.2	0.1	
Total transit	10.4	9.0	

**SELECTED PASSENGER AND CARGO PERFORMANCE  
INDICATORS BY MODE, 1965, 1974 AND 1975 (cont.)**

LOCAL TRANSIT (cont.)	<u>1965</u>	<u>1974</u>	<u>1975</u>
U.S. population per vehicle			
Motor bus	3,901.7	4,340.6	5,081.1
Subway and elevated	21,231.6	22,481.0	22,172.4
Surface rail	124,936.1	197,930.0	200,784.2
Trolley coach	133,190.6	294,413.6	303,032.7
Total transit	3,135.7	3,529.7	3,425.9
<b>WATER TRANSPORT</b>			
Ton-miles per capita, domestic water			
Coastwise	1,563.3	1,527.1	1,482.6
Internal	566.9	866.7	846.8
Lakewise	392.3	373.2	321.6
Local	8.5	6.9	5.7
Total	2,530.9	2,773.8	2,656.8
Domestic deep sea ton-miles per capita	1,172.9	1,088.0	1,046.7
Tons of freight hauled per capita, domestic water			
Coastwise	1.0	1.1	1.1
Internal	1.9	2.4	2.4
Lakewise	0.8	0.7	0.6
Local	0.5	0.4	0.4
Total	4.3	4.6	4.4
<b>CLASS I RAILROADS</b>			
Revenue passenger-miles per capita			
Commutation	21.3	20.7	20.5
Other	68.5	6.7	7.3
Total	89.8	27.4	27.8
Revenue passenger-miles per passenger car (millions)	0.8	1.2 <sup>r</sup>	1.3
Revenue ton-miles per capita	3,606.1	4,025.6	3,540.6
Revenue ton-miles per freight car (millions)	0.5	0.6	0.6
<b>OIL PIPELINE</b>			
Intercity ton-miles per capita, regulated plus non-regulated pipelines	1,583.2	2,393.7	2,381.3
Intercity ton-miles per mile of line, regulated plus non-regulated lines (millions)	1.4	2.3	2.3
Barrels of petroleum transported per capita	3.0	4.2	4.1
Barrels of petroleum transported per mile of line	2,741.3	3,953.7 <sup>r</sup>	3,918.8



# TRANSPORTATION TRENDS

Table 1. Average Passenger Revenue per Passenger-Mile 1965-1976  
(cents)

	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976
Certificated air carrier domestic operations <sup>1</sup>												
Total	6.06	5.83	5.64	5.61	5.79	6.00	6.32	6.40	6.63	7.52	7.69	8.16
First class	7.33	7.24	7.24	7.33	7.78	8.30	8.58	8.70	8.93	9.89	10.58	11.50
Coach plus economy	5.52	5.28	5.13	5.11	5.27	5.45	5.82	5.88	6.11	6.94	7.05	7.49
Class I rail <sup>2</sup>												
Total	3.18	3.18	3.20	3.39	3.61	3.91	4.24	4.79	4.88	4.98	4.99	5.65
Commutation	3.30	3.33	3.36	3.49	3.55	3.75	3.92	4.22	4.29	4.44	4.57	5.04
Other than commutation	3.14	3.13	3.13	3.33	3.63	4.02	4.85	6.66	6.81	6.75	6.25	7.60
Amtrak*												
Total	—	—	—	—	—	—	4.32	4.37	4.40	5.23	5.66	5.56
Commutation	—	—	—	—	—	—	2.89	2.97	3.46	3.52	4.40	3.59
Other than commutation	—	—	—	—	—	—	4.38	4.42	4.44	5.29	5.71	5.62
Class I intercity bus <sup>3</sup>	2.88	2.89	2.98	3.18	3.39	3.60	3.83	3.98	4.05	4.41	4.79	n/a

n/a = not available

<sup>1</sup> Scheduled service.

<sup>2</sup> Excludes Amtrak service.

<sup>3</sup> Regular route intercity service.

\* Amtrak established May 1, 1971.

Sources: See Appendix A.

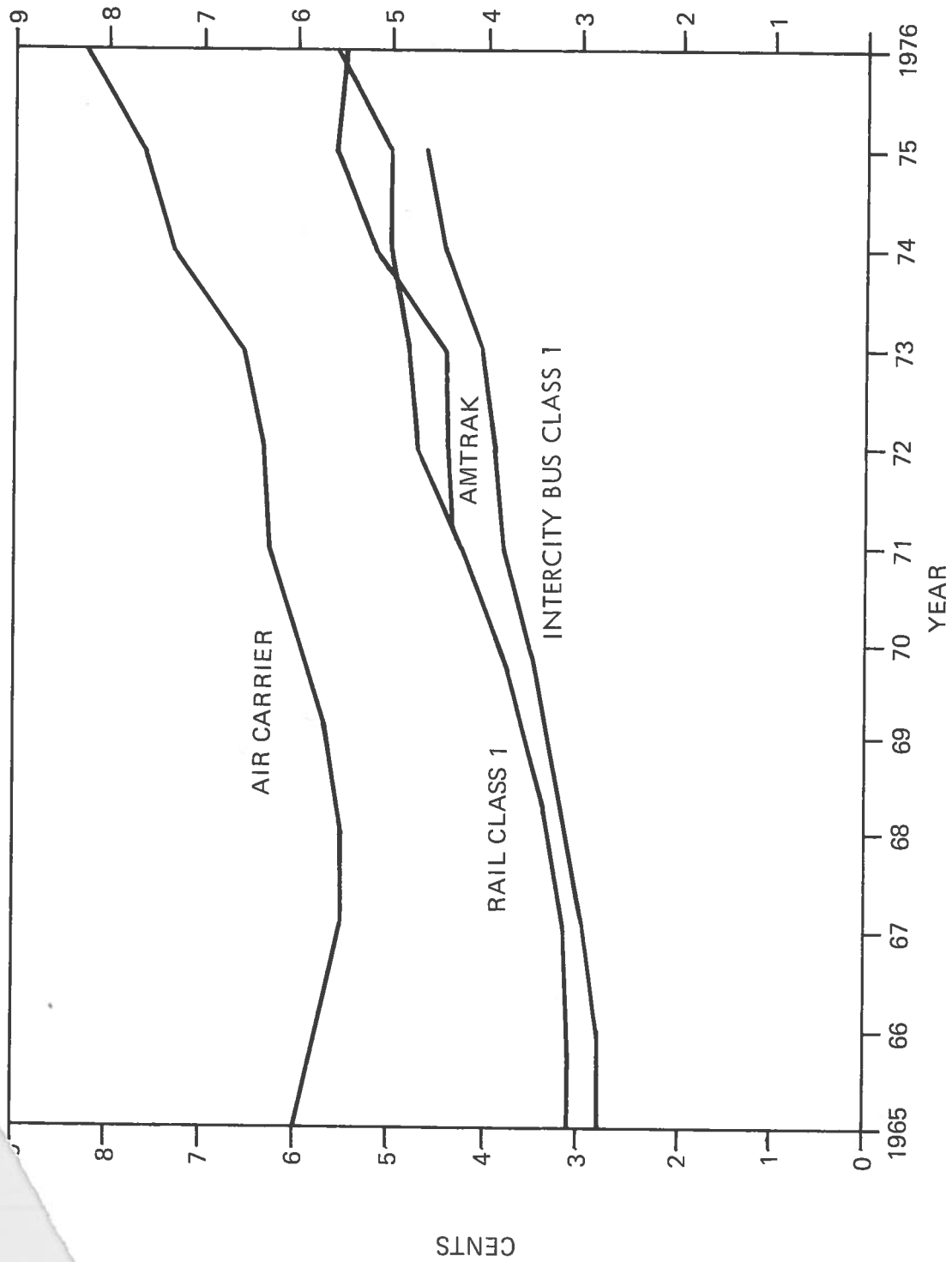


Figure 9. Average Passenger Revenue per Passenger-Mile, 1965 — 1976



Table 2. Average Freight Revenue per Ton-Mile, 1965-1976  
(cents)

	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976
Air carrier certificated, domestic operations, scheduled service	20.46	20.21	19.90	19.97	21.03	21.91	22.61	22.75	23.30	25.92	28.22	31.81
Class I rail	1.27	1.26	1.27	1.31	1.35	1.43	1.59	1.62	1.62	1.85	2.0P	2.2P
Class I intercity motor carriers of property <sup>1</sup>												
Common	6.46	6.34	6.65	6.93	7.21	7.46	7.85	8.00	8.34	9.00	9.20P	n/a
Contract	7.66	7.31	7.36	7.23	7.35	6.85	7.20	7.02	6.68	7.00	7.80P	n/a
Oil pipelines	0.28	0.27	0.26	0.26	0.27	0.27	0.29	0.29	0.29	0.32	0.37P	n/a
Class A and B water carriers	0.44	0.43	0.38	0.40	0.41	0.43	0.47	0.47	0.55	0.67	0.77P	n/a

p = preliminary

n/a = not available

<sup>1</sup> Intercity service excluding carriers of household goods.

Sources: See Appendix A.

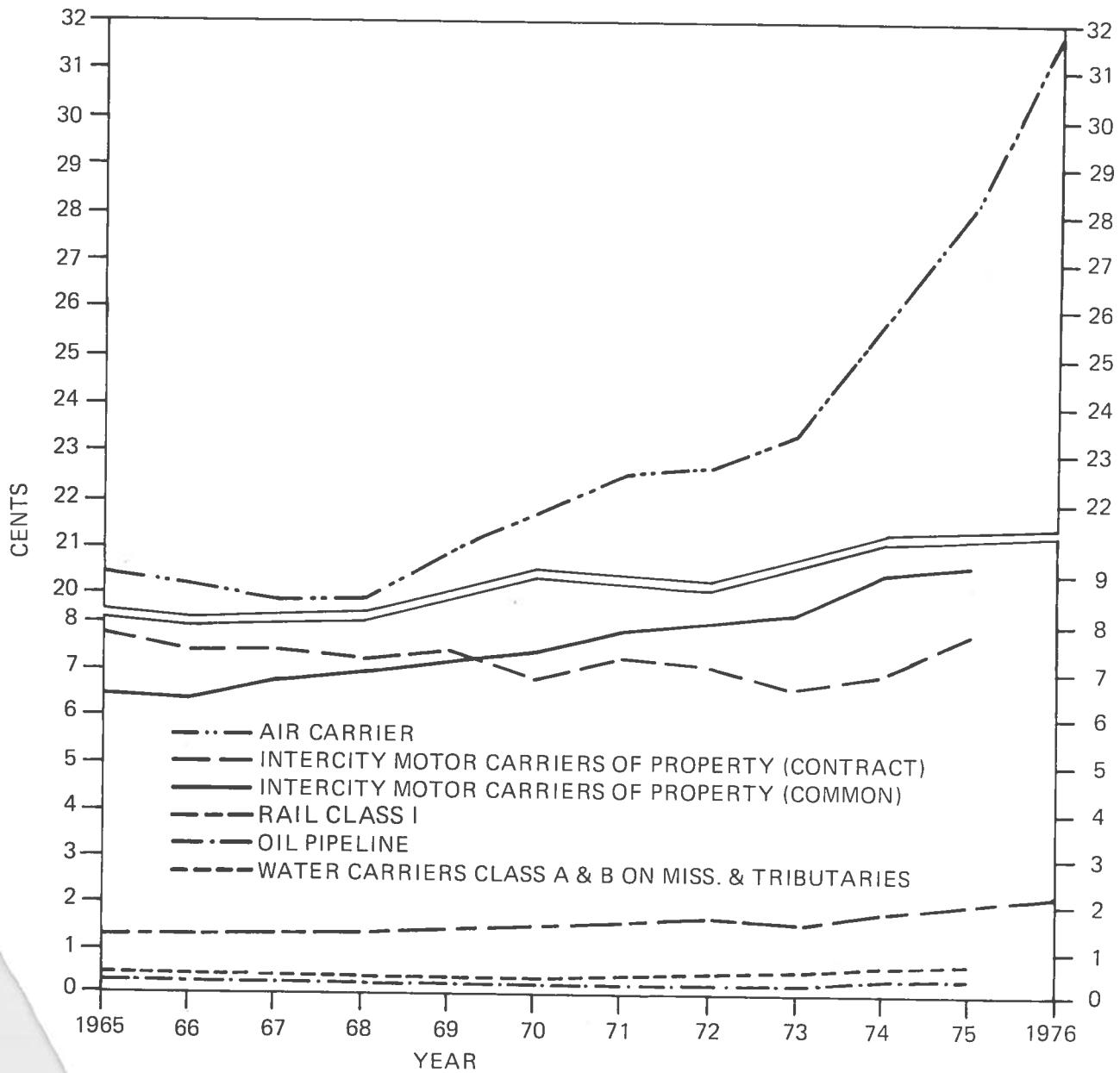


Figure 10. Average Freight Revenue per Ton-Mile, 1965 - 1976

Table 3. Average Passenger Fare, 1965 - 1976  
(Dollars)

	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976
Air carrier Certificated domestic operations scheduled service	34.12	33.40	33.15	33.70	37.52	40.71	43.08	43.87	45.72	51.43	53.64	57.48
Class I bus, intercity <sup>1</sup>	2.73	2.71	2.79	2.91	3.55	3.81	4.19	4.25	4.73	5.27 <sup>1,P</sup>	5.46P	5.76
Local transit												
Railway	.24	.24	.23	.24	.25	.27	.26	.27	.27	.28	.30	.30P
Surface rail	.17	.19	.21	.21	.22	.23	.24	.25	.26	.34	.36	.46P
Subway and elevated	.17	.19	.21	.21	.22	.24	.24	.25	.26	.34	.36	.46P
Total	.22	.22	.22	.23	.23	.24	.28	.28	.32	.29	.28	.28P
Trolley coach	.21	.21	.22	.23	.26	.29	.32	.34	.34	.32	.32	.33P
Motor bus	.20	.21	.22	.23	.25	.28	.30	.31	.32	.32	.33	.36P
Grand total												
Class I rail Commutation Other than Commutation	.71	.72	.72	.75	.78	.84	.87 <sup>2</sup>	.93 <sup>2</sup>	.95 <sup>2</sup>	1.00 <sup>2</sup>	1.04 <sup>2</sup>	1.15 <sup>2</sup>
Amtrak* Commutation Other than Commutation	3.92	3.83	3.48	3.16	3.15	3.19	1.92 <sup>2</sup>	1.47 <sup>2</sup>	1.54 <sup>2</sup>	1.56 <sup>2</sup>	1.61 <sup>2</sup>	1.73 <sup>2</sup>
							1.14	1.18	1.94	1.65	1.91	1.45
							9.58	9.31	11.72	14.54	15.16	15.12

<sup>1</sup>Revised

<sup>P</sup>Preliminary

<sup>1</sup>Intricity regular route service

<sup>2</sup>Excludes Amtrak and Auto-Train data.

\*Amtrak established May 1, 1971.

Source: See Appendix A.

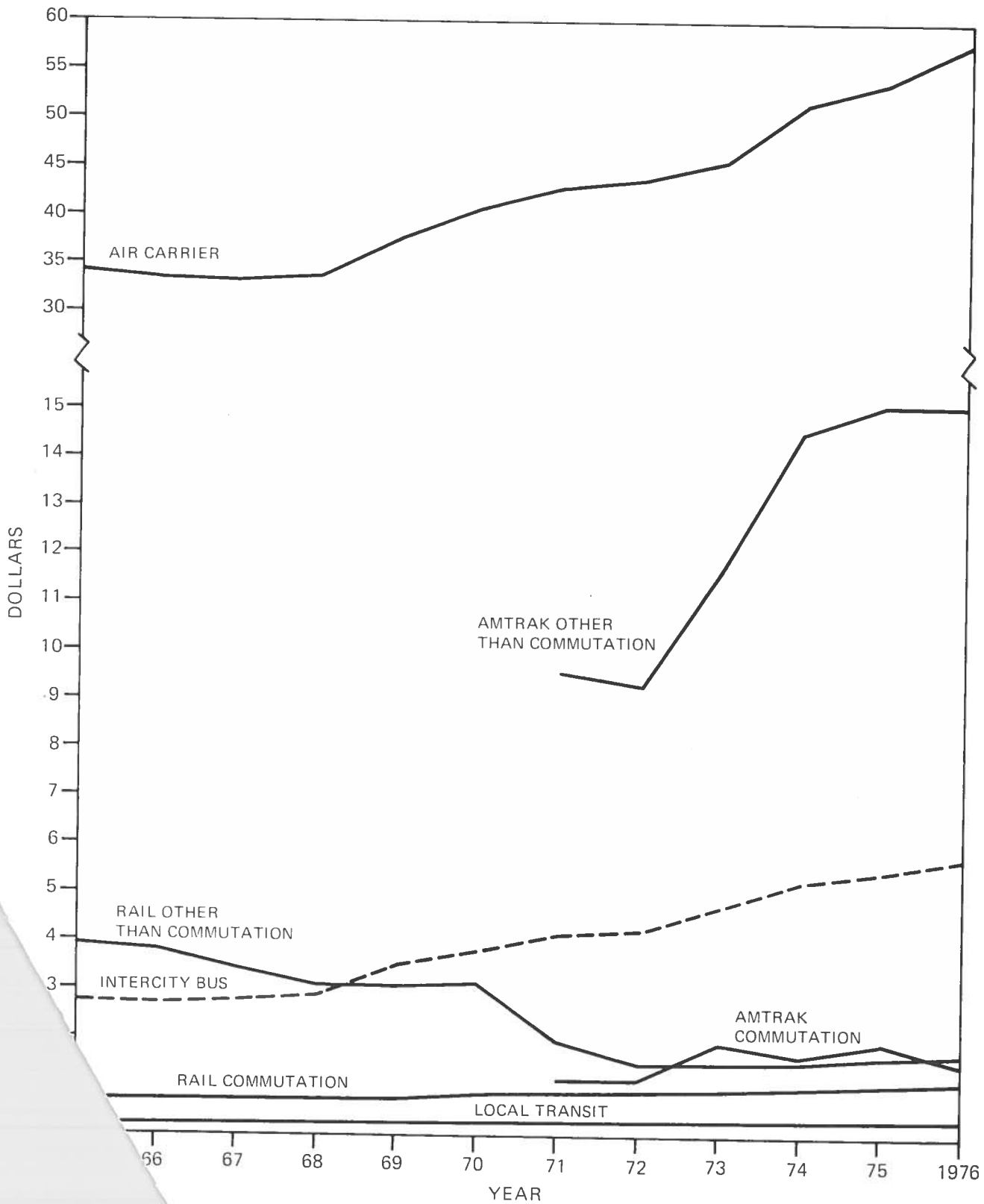


Figure 11. Average Passenger Fare, 1965 – 1976

Table 4. Total Operating Revenues, 1965 - 1976  
(\$ million)

	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976
Air carrier, domestic and international Certified, all services	4,957.9	5,745.0	6,864.7	7,753.2	8,790.9	9,240.2	10,045.7	11,163.3	12,418.8	14,703.2 <sup>r</sup>	15,356.3	17,505.6
Supplemental	140.9	209.2	258.6	328.2	361.4	337.2 <sup>r</sup>	363.7	331.1	374.2	428.9	433.2	417.5
Class I bus, intercity	607.3	644.3	669.6	694.6	677.0	721.7	758.3 <sup>r</sup>	775.3	814.6	932.6 <sup>r</sup>	920.3 <sup>P</sup>	n/a
Local transit	1,143.8	1,478.5	1,556.0	1,562.7	1,625.6	1,707.4	1,740.7	1,728.5	1,797.6	1,939.7	2,002.4	2,161.1 <sup>P</sup>
Oil pipeline	1,051	1,096	1,157	1,205	1,309	1,396	1,492	1,593	1,701	1,587 <sup>r</sup>	1,881	n/a
Class I intercity motor carriers of property	7,130.7	7,896.6	8,091.3	9,592.8	10,769.7	11,137.0	13,011	14,994	16,600	16,704 <sup>r</sup>	15,240 <sup>P</sup>	n/a
Class I rail Amtrak*	10,207.8	10,654.7	10,366.0	10,854.7	11,450.3	11,991.7	12,689.0	13,409.8	14,770.1	16,922.8	16,401.9	n/a
Water transport Classes A and B carriers, inland and coastal	282.6	298.1	296.1	307.6	327.5	371.8	394.0	416.5	473.7	632.4 <sup>r</sup>	718.6 <sup>P</sup>	n/a
Maritime carriers	678.9	654.5	673.9	801.9	739.3	832.7	749.0	884.9	1,087.2	1,477.7 <sup>r</sup>	1,342.4 <sup>P</sup>	n/a
Class A freight forwarders	155.4	180.0	185.7	196.9	211.1	211.0	216.1	252.7	326.4	361.6 <sup>r</sup>	359.4 <sup>P</sup>	n/a

n/a = not available

<sup>P</sup>preliminary estimate

<sup>r</sup>revised

\*Amtrak established May 1, 1971

Sources: See Appendix A.

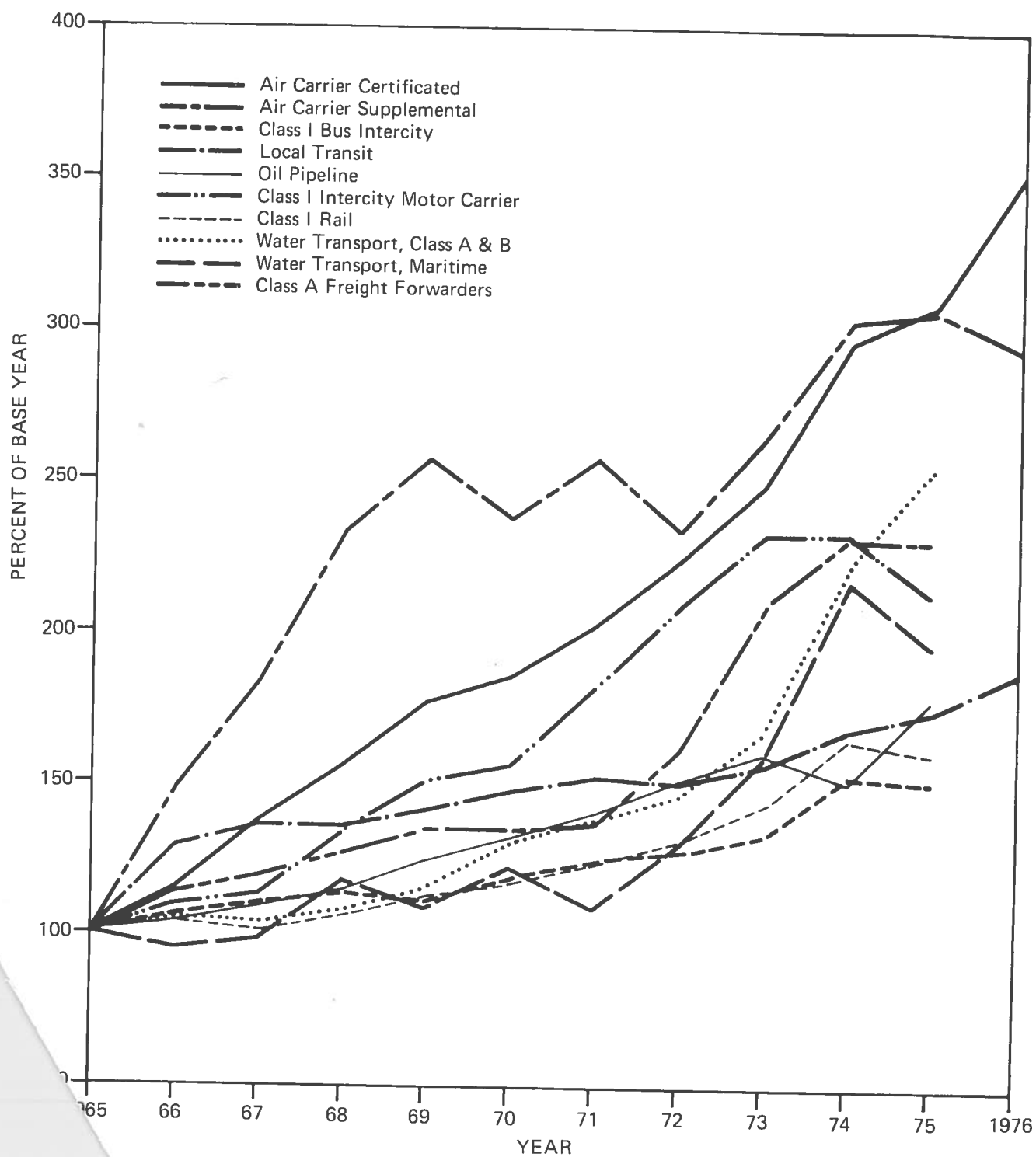


Figure 12. Total Operating Revenues, 1965 — 1976

Table 5. Vehicle-Miles, 1965 — 1976  
(millions)

	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976
Air carrier operations, all services	1,134	1,237	1,533 <sup>r</sup>	1,779	2,080	2,068 <sup>r</sup>	2,045	2,042	2,098 <sup>r</sup>	1,938	1,948	2,051
Supplemental domestic operations	n/a	n/a	42	50	43	34	36	33	35	31	26	24
General aviation	2,562	3,336	3,440	3,700	3,926	3,207	3,143	3,317 <sup>r</sup>	3,729	4,043	4,238	4,462
Highway												
Passenger car and taxi	706,386	744,844	766,466	805,693	849,633	890,844	939,102	986,407	1,016,861	990,721 <sup>r</sup>	1,028,121	n/a
Truck	171,436	173,905	182,456	196,651	206,680	214,670	227,037	259,735	267,147	267,519 <sup>r</sup>	274,454	n/a
Intercity bus	1,157	1,200	1,205	1,190	1,195	1,209	1,202	1,182	1,178	1,187 <sup>r,p</sup>	1,126 <sup>p</sup>	1,118 <sup>p</sup>
School bus	1,763	1,884	1,870	1,937	2,030	2,100	2,212	2,359	2,412	2,450	2,500	n/a
Local transit	2,008	1,984	1,997	1,989	1,967	1,883	1,846	1,756	1,835	1,907	1,990	2,026 <sup>p</sup>
Class I rail												
Passenger train	172	164	150	123	107	93	53 <sup>**</sup>	33 <sup>**</sup>	33 <sup>**</sup>	34 <sup>**</sup>	35 <sup>**</sup>	n/a
Freight train	421	437	420	429	433	427	430 <sup>**</sup>	451 <sup>**</sup>	469 <sup>**</sup>	469 <sup>**</sup>	403 <sup>**</sup>	n/a
Amtrak*							16	26	27	30	31	32

n/a = not available

Ppreliminary

rrevised

\* Amtrak established May 1, 1971.

\*\*Excludes Amtrak operations.

Sources: See Appendix A.

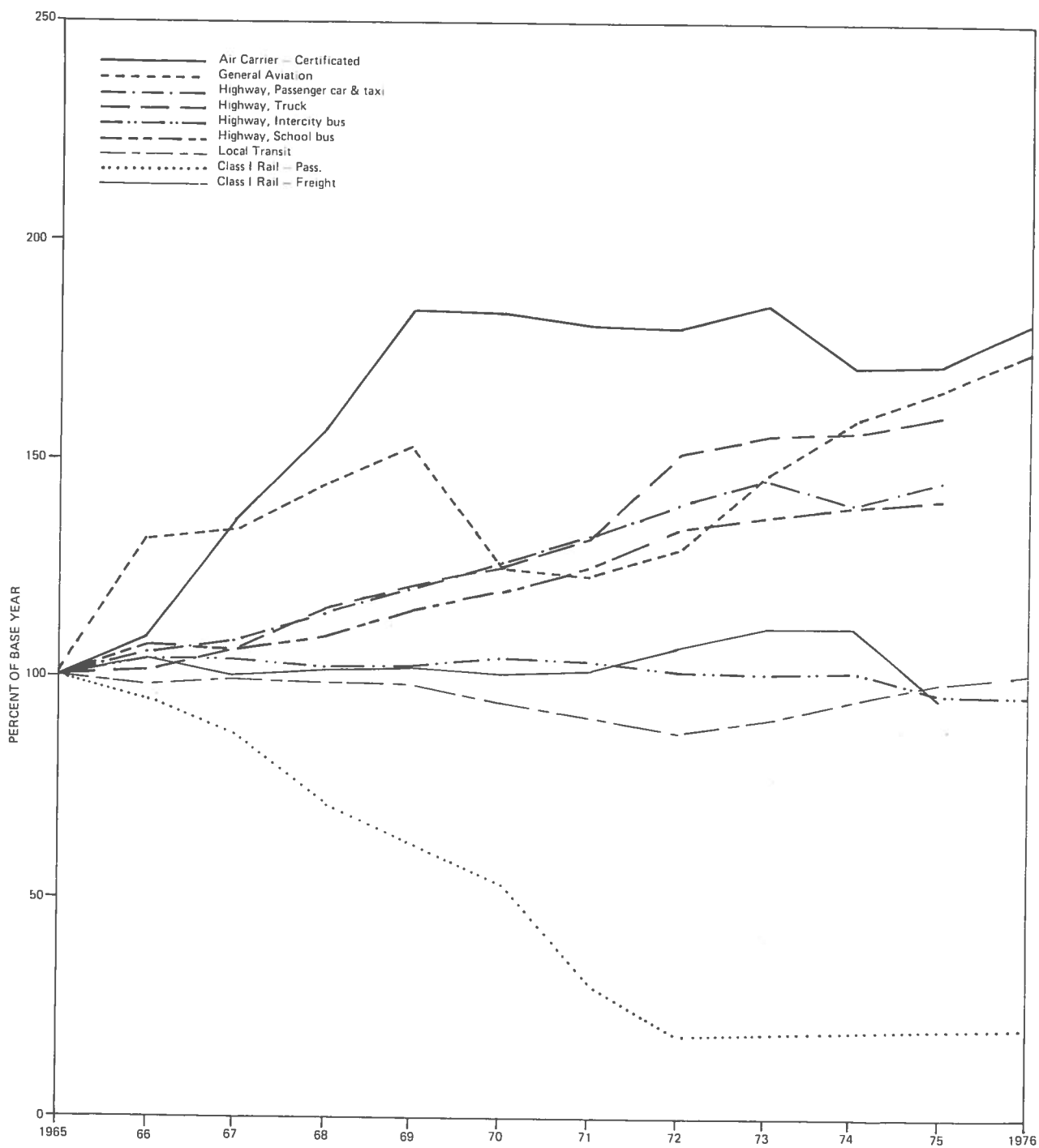


Figure 13. Vehicle-Miles, 1965 - 1976



**Table 6. Passenger-Miles, 1965-1976**  
(millions)

	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976
Air carrier Certificated domestic operations, all services	53,226	63,085	79,522	92,112	109,541	108,442 <sup>f</sup>	109,804	121,820	130,450	133,668 <sup>f</sup>	135,999	151,379
Supplemental domestic operations	n/a	n/a	709	1,620	1,560	1,057	914	1,281	2,006	1,805 <sup>f</sup>	900	920
General aviation, intercity	4,400	5,700	7,000	8,200	8,800	9,100	9,300	10,000	10,700	10,800 <sup>f</sup>	11,100	11,600
Highway Passenger car and taxi	1,554,049	1,638,657	1,686,225	1,772,525	1,869,193	1,959,857	2,066,024	2,170,095	2,237,094	2,179,586 <sup>f</sup>	2,261,866	n/a
Inter-city bus	23,800	24,600	24,900	24,500	24,900	25,300	25,500	25,600	26,400	27,600 <sup>p</sup>	25,400 <sup>p</sup>	25,100 <sup>p</sup>
Class I Rail <sup>1</sup> Commutation Other than commutation	4,128	4,193	4,281	4,383	4,546	4,592	4,427	4,120	4,064	4,377	4,376	4,339
Amtrak <sup>2</sup> Commutation Other than Commutation	13,260	12,903	10,920	8,737	7,623	6,179	2,481	1,249	1,238	1,423	1,546	1,422
Domestic water, intercity	3,100	3,400	3,400	3,500	3,800	4,000	4,100	4,000	4,000	4,100	4,000	4,000

n/a = not available

<sup>f</sup> Revised

<sup>p</sup> Preliminary

<sup>1</sup> Amtrak not included.

<sup>2</sup> Amtrak established May 1, 1971.

Sources: See Appendix A.

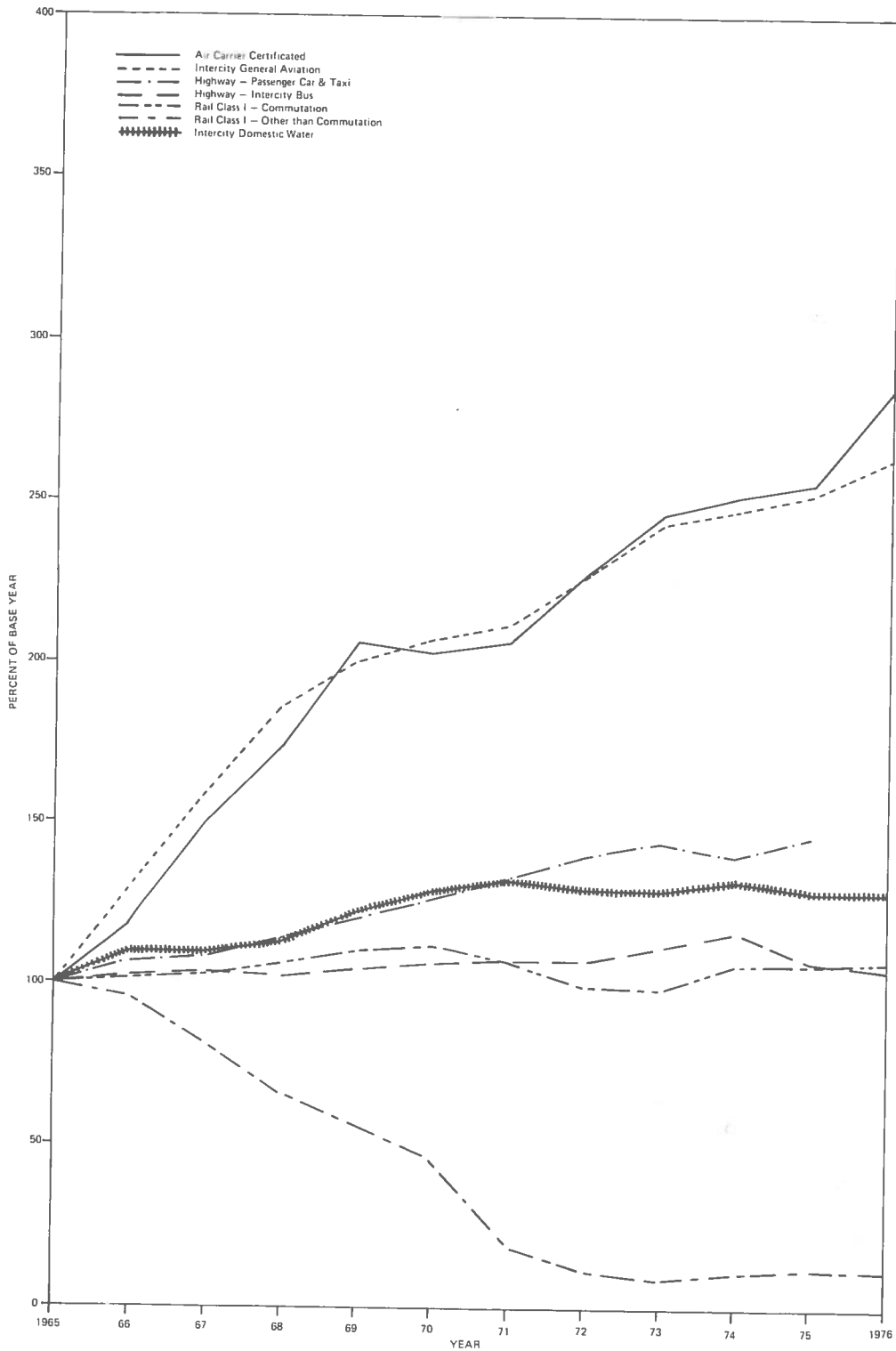


Figure 14. Passenger-Miles, 1965-1976

Table 7. Cargo Ton-Miles, 1965-1976  
(millions)

	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976
Air Carrier Certificated domestic operations, all services <sup>1</sup>	1,670	1,985	2,310	2,590	3,295	3,010	3,151	3,403	3,662	3,632	3,470	3,664
Supplemental domestic operations <sup>2</sup>	220	254	264	298	279	285	306	259	292	280 <sup>r</sup>	263	237
Oil pipeline	306,393	332,916	361,041	391,300	411,000	431,000	444,000	475,800	507,000	506,000	507,300	n/a
Class I rail	697,878	738,395	719,498	744,023	767,841	764,809	739,743	776,746	851,809	850,961	754,252	n/a
Motor vehicles, intercity	359,000	380,917	388,500	396,300	404,000	412,000	445,000	470,000	505,000	495,000	488,000	n/a
Water transport Inland waterways, including Great Lakes	262,421	280,527	281,000	291,409	302,901	318,560	315,030	338,693	358,222	354,882 <sup>r</sup>	343,000	n/a
Total domestic system	489,803	507,084	515,387	520,633	528,897	596,195	593,164	603,542	584,691	586,345	565,984	591,853

<sup>r</sup> Revised

n/a = not available

<sup>1</sup> Includes revenue ton-miles of freight, U.S. and foreign mail, and express

<sup>2</sup> Includes revenue ton-miles of freight and express. Supplemental carriers are not ordinarily authorized to carry mail. Alaska air routes included since 1969.

Sources: See Appendix A.

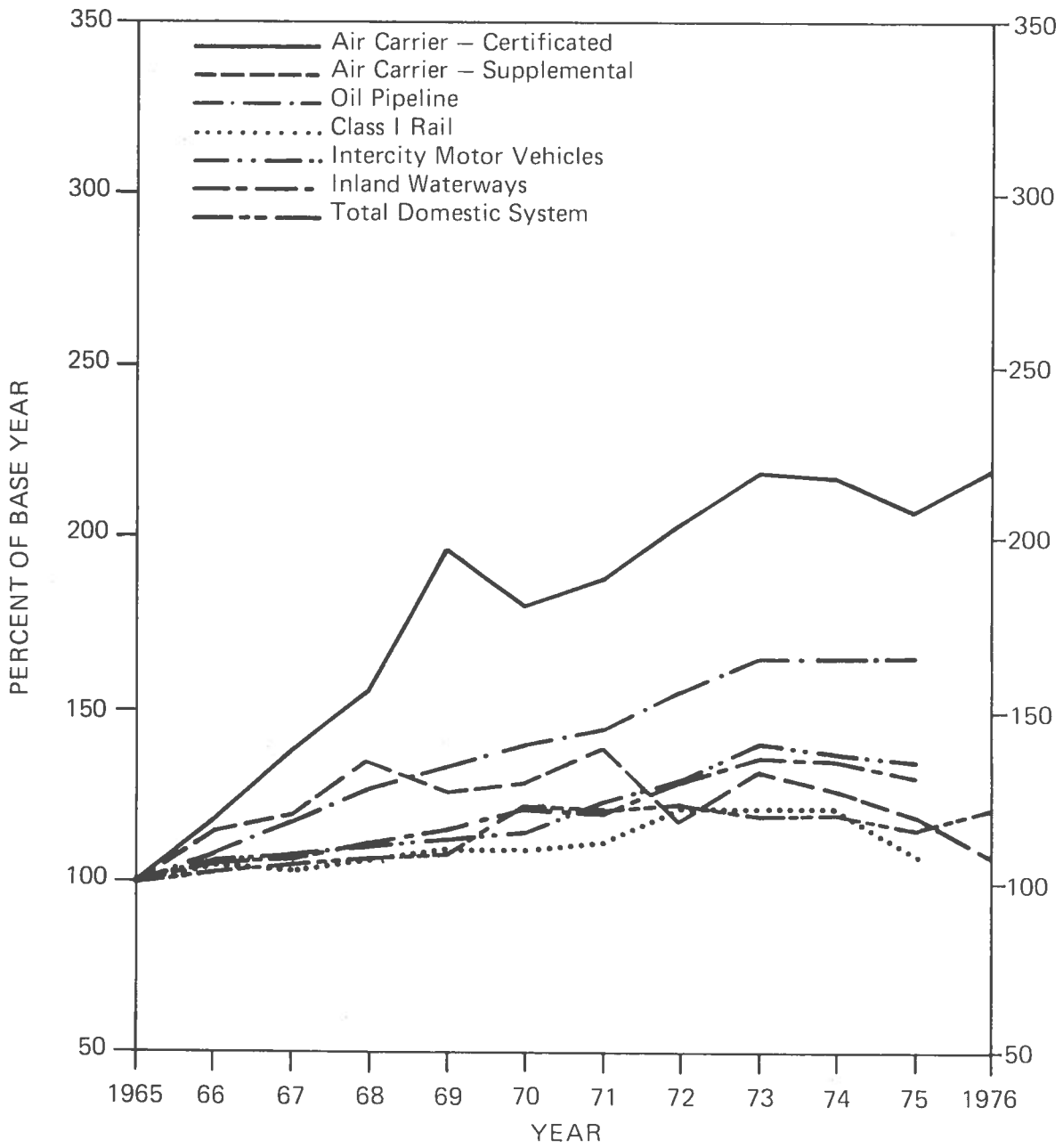


Figure 15. Cargo Ton-Miles, 1965-1976

**Table 8. Basic Intercity Mileage Within the Continental United States, 1965-1976**  
(statute miles)

	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976
Railroads, all line haul	211,925	211,107	209,826	208,648	207,526	206,265	205,220	203,299	201,585	200,916 <sup>f</sup>	199,411	n/a
Oil pipelines <sup>1</sup>	213,764	216,745	209,478	213,555	216,453	218,617	219,899	221,127	222,355	223,583 <sup>f*</sup>	224,811 <sup>*</sup>	n/a
Gas transmission pipelines <sup>2</sup>	211,300 <sup>f</sup>	217,000 <sup>f</sup>	225,400 <sup>f</sup>	234,500 <sup>f</sup>	248,100 <sup>f</sup>	252,200 <sup>f</sup>	254,800 <sup>f</sup>	258,100 <sup>f</sup>	263,100 <sup>f</sup>	262,200 <sup>f</sup>	262,600	258,200
Inland waterways	25,380	25,380	25,380	25,380	25,543	25,543	25,543	25,543	25,543	25,543	25,543	25,543
Highways	617,114	628,600	640,313	648,763	657,601	665,903	672,838	678,485	679,387	679,934	702,130	n/a
Airways	268,275 <sup>f</sup>	259,083	264,165	277,554	283,861	291,231	295,301	300,126	304,260	307,783	313,178	322,662

<sup>f</sup> revised

n/a = not available

<sup>1</sup> Includes gathering lines.

<sup>2</sup> Mileage does not include field and gathering pipelines or distribution mains.

\* TAA Estimate

Sources: See Appendix A.

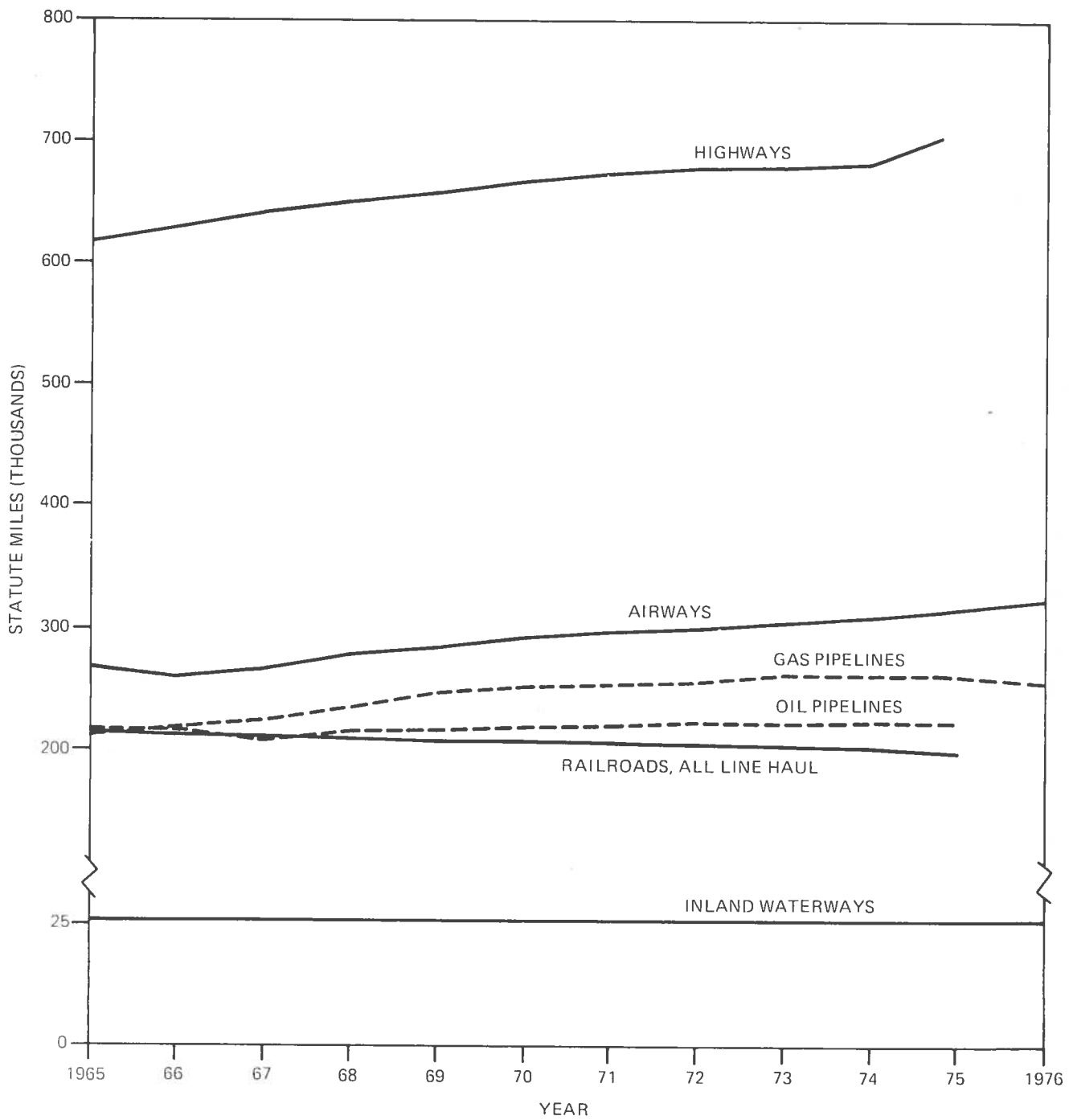


Figure 16. Basic Intercity Mileage Within the Continental United States, 1965-1976

Table 9. Number of Vehicles, 1965-1976

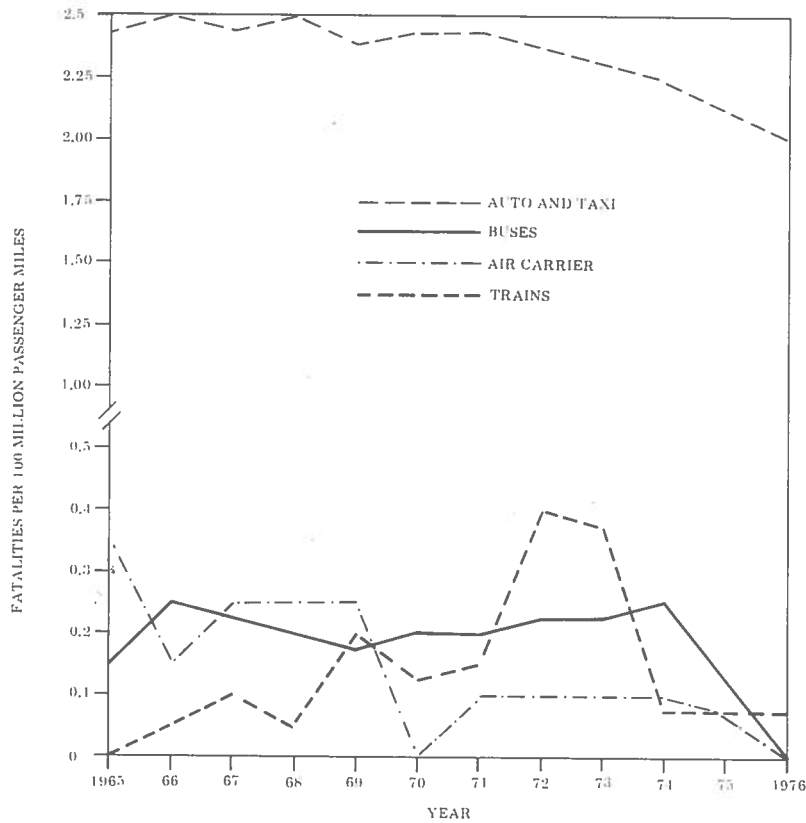
	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976
Air Carrier	n/a											
Domestic and International certificated all services	n/a	2,082	n/a	2,406	n/a	2,569	2,536	2,518	2,467	2,112	2,431	2,420
Domestic and International supplemental	n/a	237	n/a	232	n/a	185	184	156	133	101	106	90
Total	n/a	2,319	n/a	2,638	n/a	2,690	2,720	2,674	2,600	2,513	2,510	2,510
General Aviation	95,442	104,706	114,186	124,237	130,806	131,743	131,148	145,010	153,540	161,502	168,475	178,304
Motorcycle	1,381,956	1,752,801	1,953,022	2,100,547	2,315,916	2,814,730	3,345,179	3,774,996	4,332,580	4,966,399*	4,966,844	n/a
Passenger Car & Taxi	75,251,386	78,122,965	80,414,180	83,692,699	86,861,334	89,279,864	92,799,052	96,859,746	101,762,477	104,857,327*	106,712,551	n/a
Intercity Bus†	19,800	20,400	20,800	21,000	21,600	22,000	21,900	21,400	20,800	20,600P	20,500P	20,100P
Local Transit												
Motorbus	49,600	50,130	50,180	50,000	49,600	49,700	49,150	49,075	48,286	48,700	50,811	52,382P
Subway & Elevated	9,115	9,273	9,257	9,390	9,343	9,338	9,325	9,423	9,387	9,403	9,608	9,711P
Surface Rail	1,549	1,407	1,388	1,355	1,322	1,262	1,225	1,176	1,123	1,068	1,061	963P
Trolley Coach	1,453	1,326	1,244	1,185	1,082	1,050	1,037	1,030	794	718	703	683P
Total	61,717	62,136	62,069	61,930	61,347	61,350	60,737	60,074	59,390	59,889	62,271**	61,832***
Class I Rail	1,478,055	1,488,115	1,477,166	1,453,883	1,434,824	1,423,921	1,410,160	1,381,038	1,356,944	1,339,223	1,314,135	1,288,743
Freight Cars	27,816	27,886	27,687	27,376	27,033	27,086	27,189†	27,073	27,382	27,627	27,846	27,215
Locomotives	21,327	20,016	18,610	15,384	12,426	11,177	7,348	5,974	3,360	1,933†	1,484	3,253
Passenger Cars & Pullman	1,527,148	1,536,017	1,523,463	1,496,613	1,474,253	1,462,184	1,444,897	1,414,085	1,389,686	1,371,783†	1,346,165	1,299,203
Total												
Amtrak*							1,165	1,571	1,777	1,848	1,913	2,062
Passenger Cars & Pullman								285	352	457	355	379
Locomotives												
Truck	787,000	823,000	830,000	871,000	929,000	960,000	974,000	990,000	1,028,000	1,085,000†	1,131,000	n/a
Combinations	14,008,000	14,694,000	15,363,000	16,124,000	16,942,000	17,778,000	18,828,000	20,249,000	22,205,000	23,545,200†	24,644,700	n/a
Single Unit	14,795,000	15,517,000	16,193,000	16,995,000	17,871,000	18,748,000	19,802,000	21,239,000	23,233,000	24,630,200†	25,775,700	n/a
Total												
Water Transport												
Nonself-propelled vessels	14,241	15,830	15,379	15,379	15,890	16,439	17,527	18,804	19,772	21,876	23,164	n/a
Dry Cargo Barges & Scows	2,548	2,781	3,001	3,001	3,281	3,185	3,420	3,313	3,375	3,534	3,623	n/a
Tank Barges	16,789	18,611	18,380	18,380	19,171	19,624	20,947	22,117	23,147	25,410	26,787	n/a
Total	4,054	4,395	4,284	4,284	4,248	4,230	4,278	4,064	4,035	4,100	4,240	n/a
Towboats & Tug												
Steam and Motor Ships	2,376	2,278	2,162	2,071	1,937	1,579	1,372	1,150	1,016	922	857	n/a
(over 1,000 gross tons)	23,219	25,284	24,826	24,735	25,356	25,433	26,587	27,331	28,198	30,432	31,884	n/a
Total												

n/a = not available.  
 p = preliminary  
 r = revised  
 \* Amtrak established May 1, 1971  
 \*\* Includes 45 PRT transit vehicles, 39 cable cars, and 4 inclined plane cars.  
 Sources: See Appendix A.

**Table 10. Passenger Fatalities Per 100,000,000 Passenger Miles, 1965-1976**

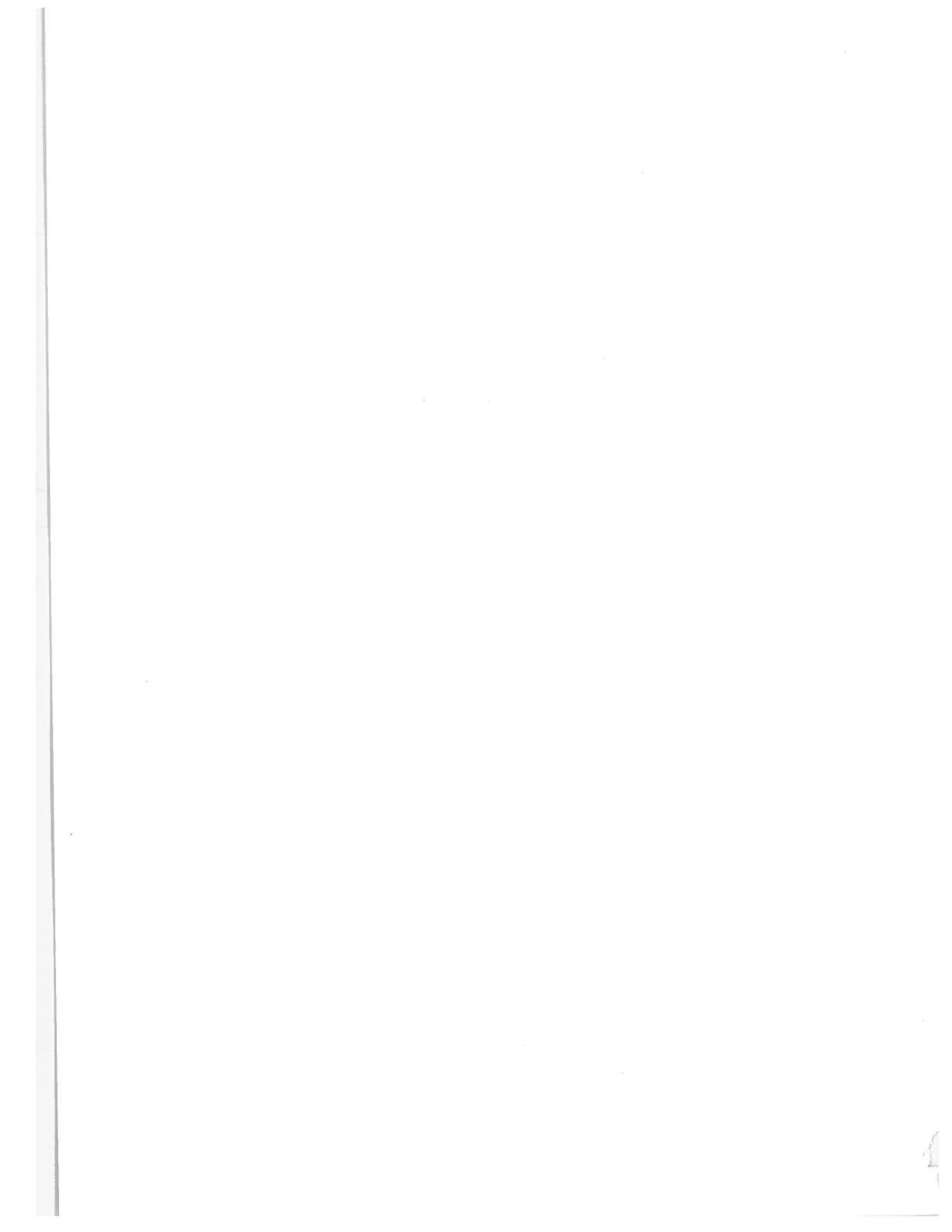
	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976
Air Carrier Scheduled Domestic	0.38	0.09	0.29	0.28	0.13	0.00	0.15	0.13	0.10	0.12	0.08	0.00
Passenger Auto and Taxis	2.40	2.50	2.40	2.40	2.30	2.10	1.90	1.90	1.70	1.30	1.40	1.50
Buses	0.16	0.23	0.18	0.21	0.19	0.19	0.19	0.19	0.14	0.21	0.15	0.01
Railroad Passenger Trains	0.07	0.16	0.09	0.20	0.07	0.09	0.24	0.53	0.07	0.07	0.08	0.05

Sources: See Appendix A.



**Figure 17. Passenger Fatalities per 100,000,000 Passenger Miles, 1965-1976**





**SUPPLEMENTARY DATA**  
**Section I: Transportation and the Economy**

Table 11. Personal Consumption Expenditures by Transportation Sector, 1965 — 1976  
(Millions of Dollars)

Item	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976
Transportation Total	58,205	61,008	62,920	71,627	76,942	78,032	90,915	101,438	110,862 <sup>r</sup>	115,090 <sup>r</sup>	125,142	150,139
User-Operated Transportation												
Total	54,240	56,759	58,259	66,671	71,628	72,503	85,116	95,345	104,320 <sup>r</sup>	107,730 <sup>r</sup>	117,584	141,729
New Cars and Net Purchases of Used Cars	26,578	26,636	26,128	31,861	33,403	30,343	38,631	44,860	48,790 <sup>r</sup>	41,075 <sup>r</sup>	46,373	63,496
Tires, Tubes, Accessories and Parts	3,223	3,434	3,568	3,944	4,304	4,587	5,119	5,691	6,403 <sup>r</sup>	6,911 <sup>r</sup>	7,556	8,423
Maintenance	6,901	7,393	8,004	8,864	9,945	11,248	12,532	13,922	15,414 <sup>r</sup>	17,610 <sup>r</sup>	20,142	22,322
Gasoline & Oil	14,696	15,962	17,014	18,422	20,371	21,997	23,396	24,879	27,813 <sup>r</sup>	36,431 <sup>r</sup>	39,060	41,886
Tolls	463	495	517	563	603	643	689	745	784 <sup>r</sup>	764 <sup>r</sup>	771	811
Insurance Premiums Less Claims Paid	2,379	2,839	3,028	3,017	3,002	3,685	4,749	5,248	5,116 <sup>r</sup>	4,939 <sup>r</sup>	3,682	5,291
Purchased Local Transportation												
Total	2,061	2,121	2,236	2,293	2,407	2,521	2,600	2,604	2,630 <sup>r</sup>	2,808 <sup>r</sup>	2,863	3,086
Street, Electric, Railway and Local Bus	1,313	1,343	1,399	1,411	1,493	1,573	1,596	1,585	1,617	1,733 <sup>r</sup>	1,787	2,019
Taxicab	612	638	692	729	752	776	828	842	833 <sup>r</sup>	875 <sup>r</sup>	870	852
Railway (commutation)	136	140	145	153	162	172	176	177	180	200	206	215
Purchased Intercity Transportation												
Total	1,904	2,128	2,425	2,663	2,907	3,008	3,199	3,489	3,912	4,552 <sup>r</sup>	4,695	5,324
Railway (non-commutation)	284	297	270	227	206	185	155	176	204	259	240	248
Intercity Bus	375	429	466	475	470	496	525	523	545	617 <sup>r</sup>	617	609
Airline	1,191	1,329	1,582	1,838	2,086	2,166	2,347	2,637	2,988	3,484	3,648	4,272
Other	54	73	107	123	145	161	172	153	175	192	190	195

r = revised

Sources: See Appendix A.

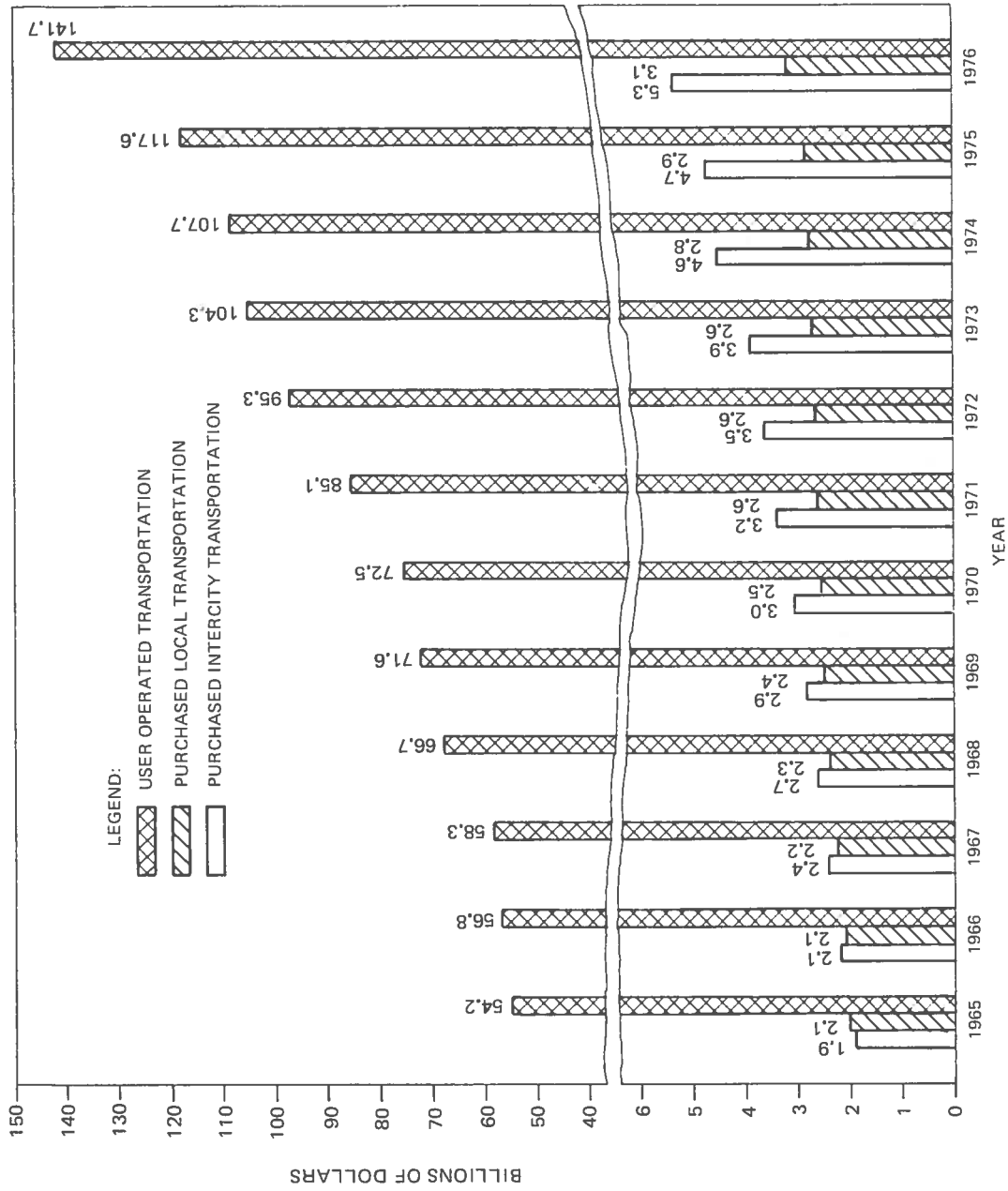


Figure 18. Personal Consumption Expenditures by Transportation Sector, 1965-1976

Table 12. Personal Consumption Expenditures by Type of Product, 1965 — 1976  
(Millions of Dollars)

	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976
Food and tobacco	106,966	115,108	118,530	127,704	135,813	147,140	151,933	162,620	181,199 <sup>r</sup>	203,660 <sup>r</sup>	224,164	241,649
Clothing accessories and jewelry	40,304	44,091	46,149	50,276	54,009	55,619	59,618	64,809	71,811 <sup>r</sup>	76,336 <sup>r</sup>	82,048	89,274
Personal care	7,617	8,455	9,082	9,545	10,265	10,920	11,096	11,749	12,613 <sup>r</sup>	13,461 <sup>r</sup>	14,309	15,279
Housing	65,469	69,522	74,144	79,927	86,816	93,986	102,690	112,277	123,173 <sup>r</sup>	136,512 <sup>r</sup>	150,784	167,919
Household operation	61,322	66,468	70,688	76,736	82,842	87,793	94,437	105,155	117,698 <sup>r</sup>	130,616 <sup>r</sup>	142,816	160,152
Medical care expenses	30,053	32,554	35,091	38,766	44,596	49,853	54,671	61,188	68,327 <sup>r</sup>	76,898 <sup>r</sup>	90,303	106,402
Personal business	19,714	21,870	23,999	26,835	29,318	31,336	34,309	37,419	40,553 <sup>r</sup>	45,476 <sup>r</sup>	51,824	55,649
Transportation	58,205	61,008	62,920	71,627	76,942	78,032	90,915	101,438	101,862 <sup>r</sup>	115,090 <sup>r</sup>	125,142	150,139
Recreation	25,907	29,794	31,942	35,159	38,130	40,999	43,664	49,100	55,199 <sup>r</sup>	60,892 <sup>r</sup>	66,171	72,587
Private education and research	5,684	6,447	7,109	8,097	8,988	9,874	10,632	11,587	12,600 <sup>r</sup>	13,758 <sup>r</sup>	15,434	16,892
Religious and welfare activities	6,055	6,344	6,921	7,520	7,832	8,539	9,136	10,105	10,647 <sup>r</sup>	11,622 <sup>r</sup>	12,460	13,772
Foreign travel by U.S. residents	3,346	3,606	4,249	4,214	4,749	5,469	5,586	6,954	7,455	8,277 <sup>r</sup>	8,926	9,404
Total	430,642	465,267	490,821	536,404	580,298	619,560	668,987	734,401	803,138 <sup>r</sup>	892,598 <sup>r</sup>	984,381	1,099,116

r = revised

Sources: See Appendix A.

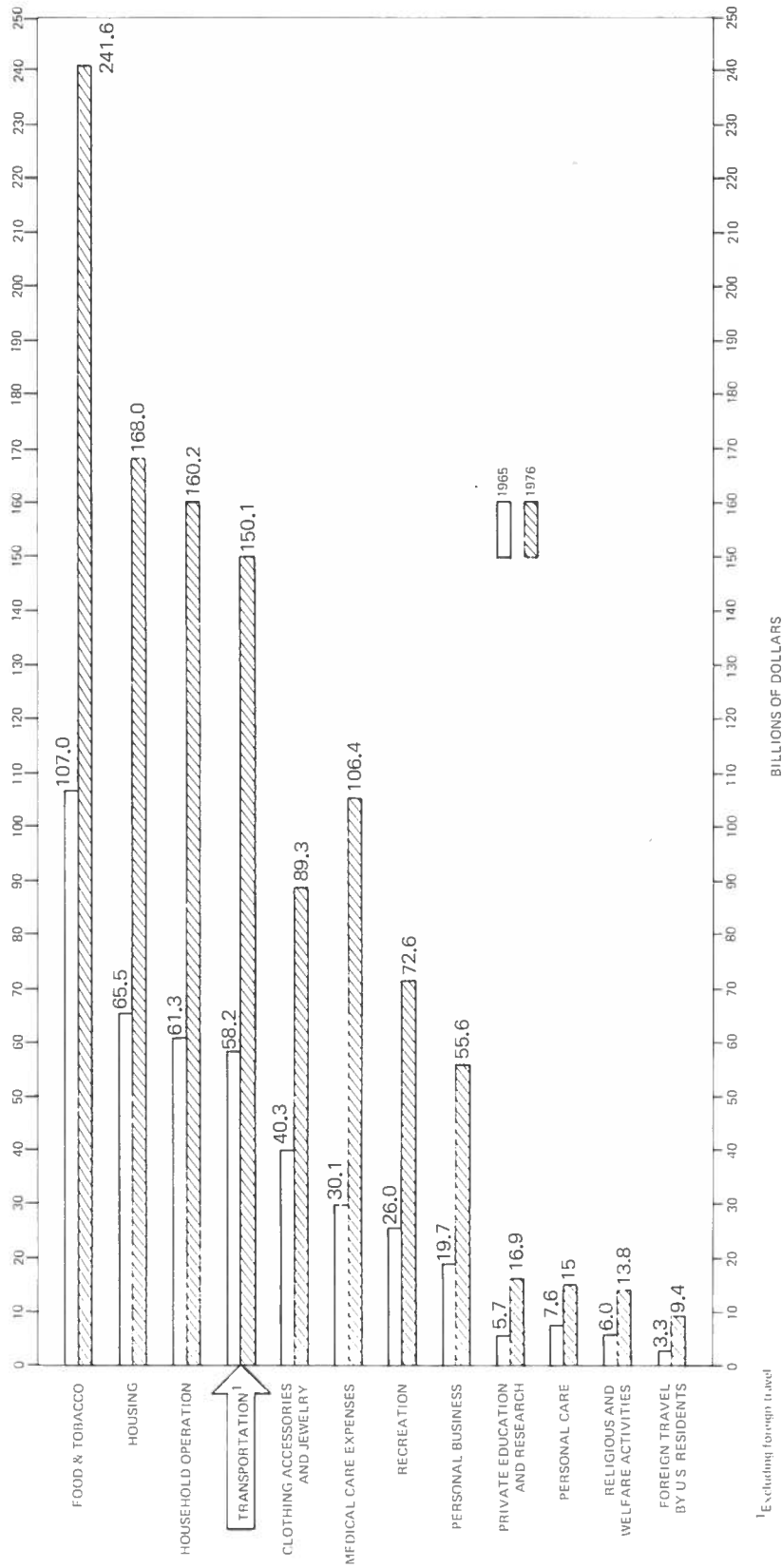


Figure 19. Personal Consumption Expenditures by Type of Product, 1965 and 1976

Table 13. National Income by Transportation Sector, 1965 — 1976  
(Millions of Dollars)

	1965	1966	1967	1968	1969	1970	1971	1972	1973 <sup>r</sup>	1974 <sup>r</sup>	1975	1976
Total	23,069	24,800	25,203	27,005	28,797	30,308	32,964	36,453	41,056	44,248	44,497	50,621
Railway	7,016	7,275	6,775	6,953	7,291	7,612	7,981	8,355	9,712	10,139	9,882	11,074
Local, suburban, and highway passenger	1,897	1,957	2,040	2,216	2,153	2,308	2,476	2,464	2,503	2,763	2,935	3,093
Motor freight and warehousing	8,396	9,068	9,265	10,461	11,363	11,830	13,467	15,492	17,544	18,692	18,447	21,054
Water	1,982	2,265	2,314	2,499	2,405	2,503	2,358	2,480	2,799	3,305	3,362	3,682
Air	2,636	2,970	3,398	3,509	4,085	4,358	4,916	5,665	6,412	6,914	7,034	8,586
Pipeline	390	402	417	410	457	528	544	653	594	641	876	927
Transportation services	752	863	994	957	1,041	1,169	1,222	1,344	1,492	1,794	1,961	2,205

r = revised

Sources: See Appendix A.

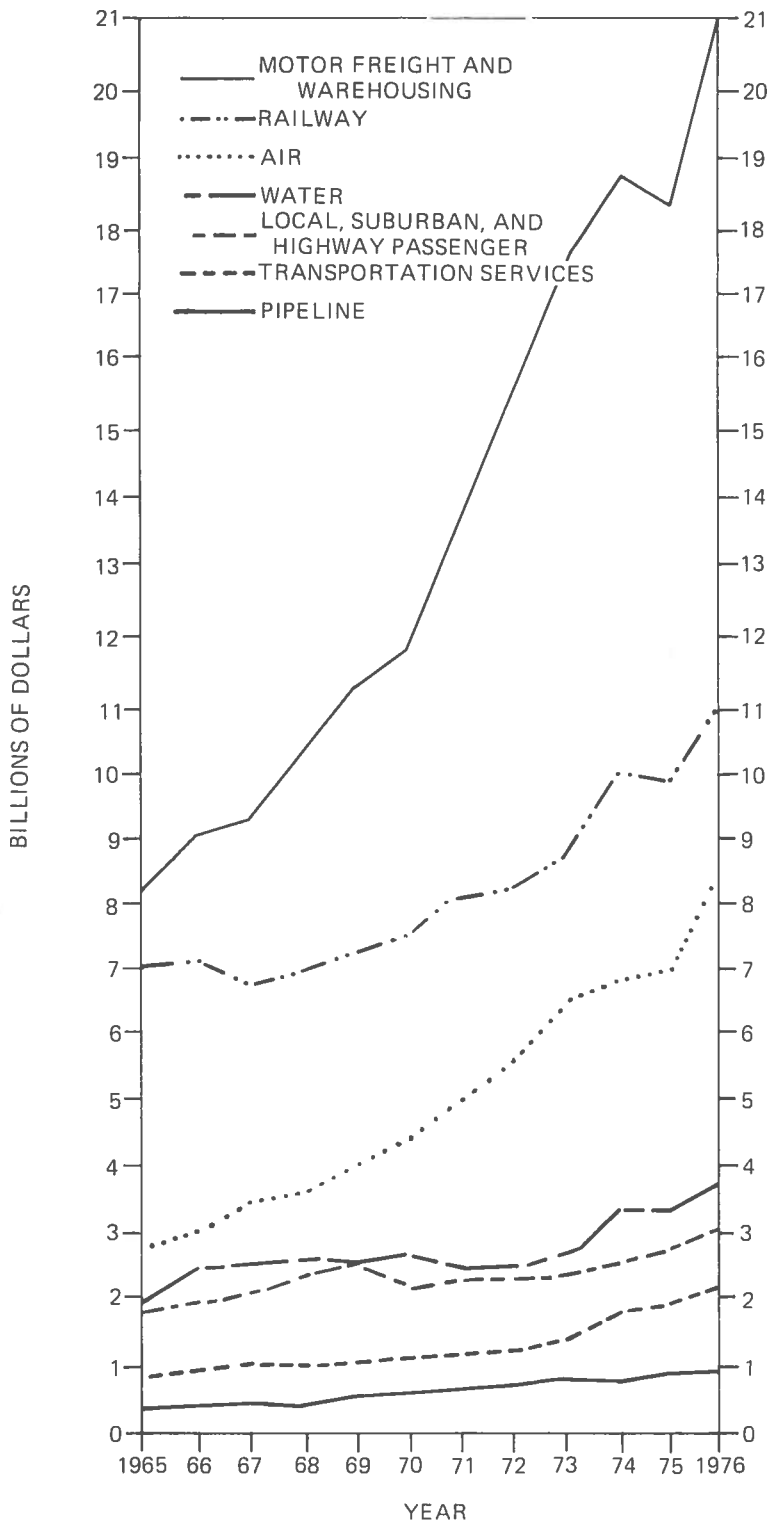


Figure 20. National Income by Transportation Sector, 1965-1976



Table 14. Average Annual Earnings per Full-Time Employees by Transportation Sector, 1965 — 1976  
(Dollars)

	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976
Total	6,994	7,272	7,610	8,107	8,743	9,391	10,232	10,953	11,966 <sup>r</sup>	12,622 <sup>r</sup>	13,582	14,826
Railway	7,462	7,708	8,118	8,665	9,319	10,112	11,360	11,991 <sup>r</sup>	13,773 <sup>r</sup>	14,242 <sup>r</sup>	15,376	17,180
Local and interurban passenger transit	5,550	5,745	5,921	6,218	6,537	6,875	7,196	7,451	7,876 <sup>r</sup>	8,488 <sup>r</sup>	9,170	9,707
Trucking and warehousing	6,625	6,899	7,171	7,670	8,207	8,672	9,614	10,489	11,342 <sup>r</sup>	11,964 <sup>r</sup>	12,707	13,872
Water	7,388	7,895	8,188	8,667	9,597	10,283	10,522	10,995	12,005 <sup>r</sup>	12,880 <sup>r</sup>	14,253	15,718
Air	8,496	8,742	9,253	9,782	10,817	12,027	12,948	13,946	14,738	15,657 <sup>r</sup>	17,078	18,484
Pipeline	8,053	8,667	8,778	9,223	9,723	10,765	11,412	11,883	13,125	14,563	16,765	18,000
Transportation services	6,276	6,453	6,723	7,187	7,667	8,262	8,634	9,141	9,730	10,488 <sup>r</sup>	11,225	11,928

r = revised

Sources: See Appendix A.

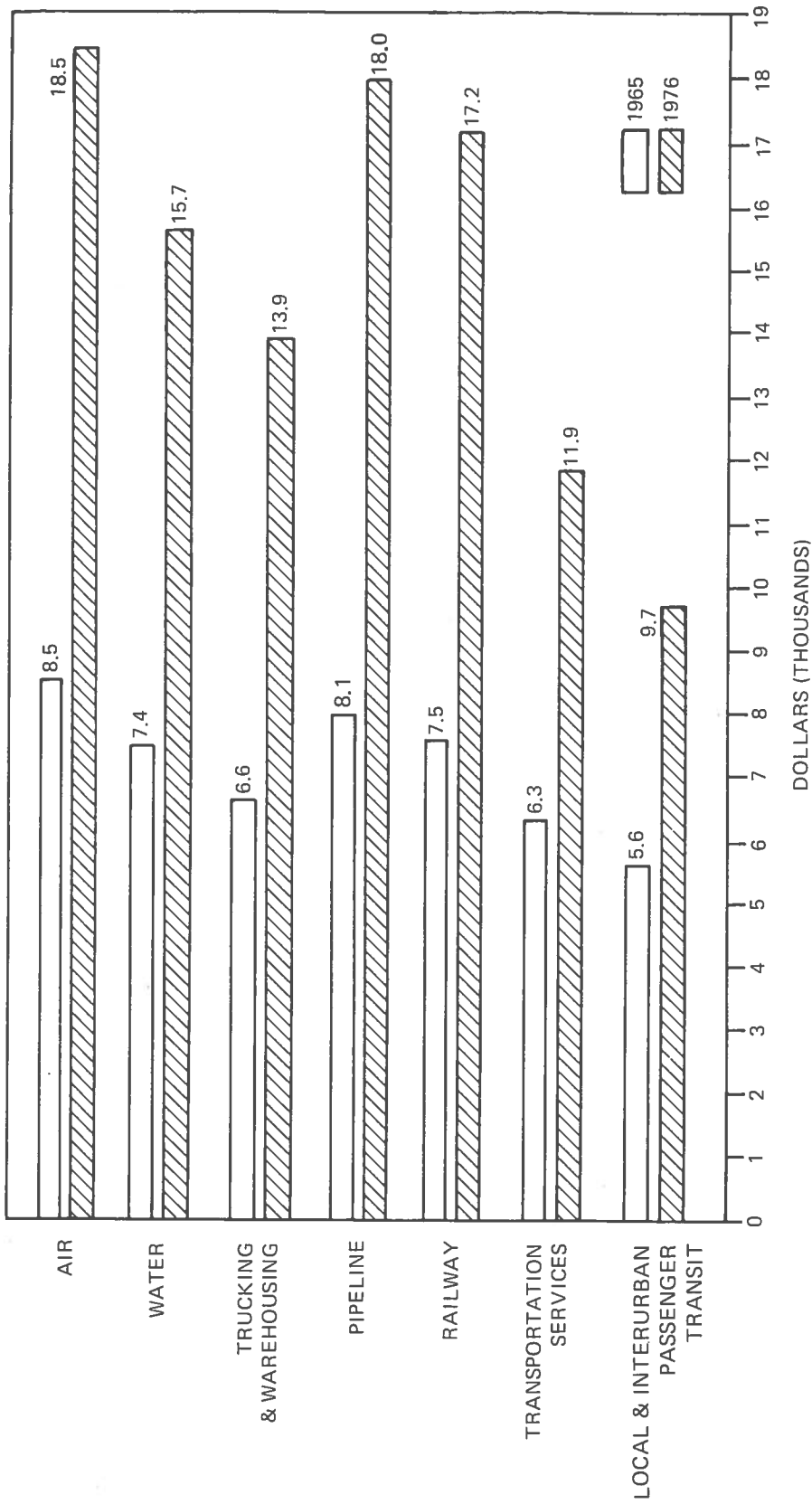


Figure 21. Average Annual Earnings per Full-Time Employees by Transportation Sector, 1965 and 1976

Table 15. Average Number of Full-Time and Part-Time Employees by Transportation Sector, 1965 — 1976  
(Thousands)

	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976
Total	2,530	2,617	2,661	2,700	2,731	2,696	2,645	2,658	2,750	2,780 <sup>r</sup>	2,630	2,663
Railway	735	724	696	667	643	626	597	575	572	579 <sup>r</sup>	534	520
Local and interurban passenger transit	270	275	283	285	284	285	283	274	271	275	271	269
Trucking and warehousing	962	1,007	1,020	1,054	1,094	1,080	1,090	1,126	1,194	1,202 <sup>r</sup>	1,112	1,149
Water	225	239	241	240	225	218	199	201	202	204	194	192
Air	228	255	298	330	354	353	342	346	367	369	366	370
Pipeline	19	18	18	18	18	17	17	17	16	16	17	18
Transportation services	91	99	105	106	113	117	117	119	128	135 <sup>r</sup>	136	145

r = revised

Sources: See Appendix A.

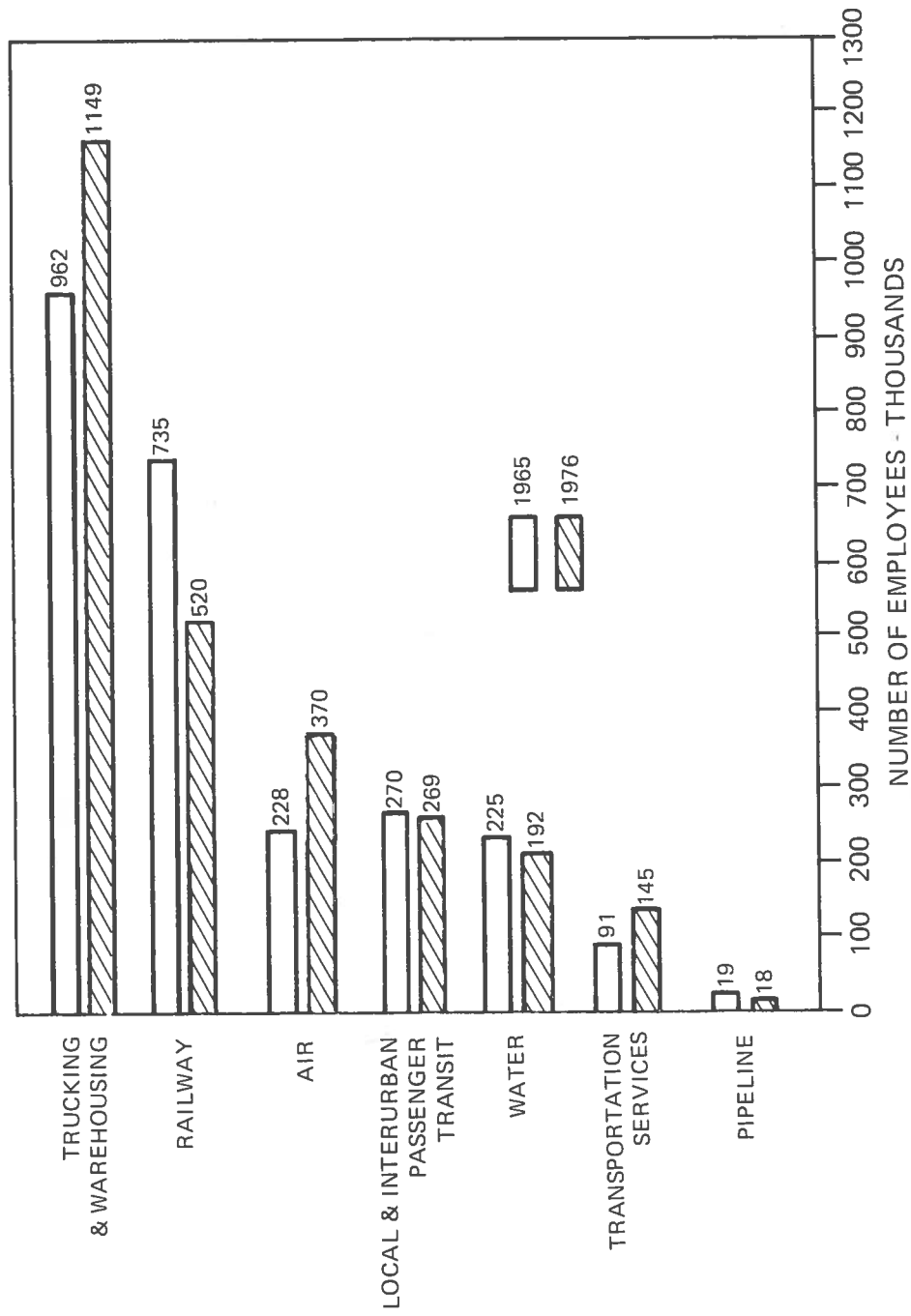


Figure 22. Average Number of Full-Time and Part-Time Employees by Transportation Sector, 1965 and 1976

Table 16. Wages and Salaries by Transportation Sector, 1965 — 1976  
(Millions of Dollars)

	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976
Total	17,190	18,485	19,617	21,214	23,029	24,350	26,049	28,027	31,567 <sup>r</sup>	33,702 <sup>r</sup>	34,145	37,926
Railway	5,447	5,542	5,593	5,727	5,936	6,269	6,691	6,799	7,782	8,175 <sup>r</sup>	8,103	8,865
Local and interurban passenger transit	1,404	1,482	1,569	1,660	1,719	1,808	1,878	1,885	1,961 <sup>r</sup>	2,122 <sup>r</sup>	2,265	2,388
Trucking and warehousing	6,207	6,767	7,106	7,861	8,682	9,036	10,133	11,422	13,032	13,866	13,558	15,370
Water	1,581	1,792	1,875	1,976	2,044	2,108	1,978	2,089	2,281	2,473 <sup>r</sup>	2,594	2,845
Air	1,852	2,133	2,637	3,091	3,645	4,029	4,208	4,588	5,114	5,480 <sup>r</sup>	5,892	6,488
Pipeline	153	156	158	166	175	183	194	202	210	233	285	324
Transportation services	546	613	679	733	828	917	967	1,042	1,187	1,353 <sup>r</sup>	1,448	1,646

r = revised

Sources: See Appendix A.

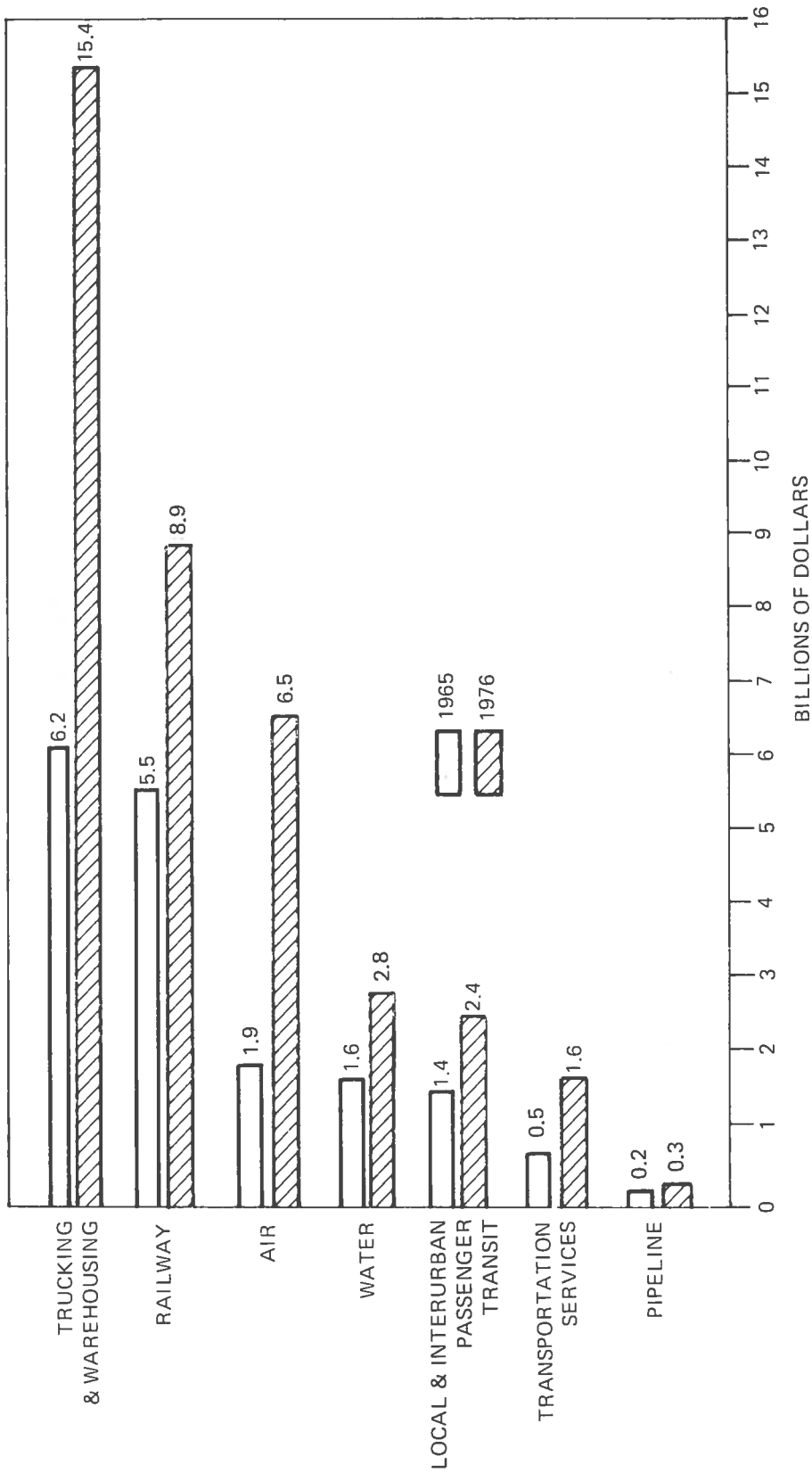
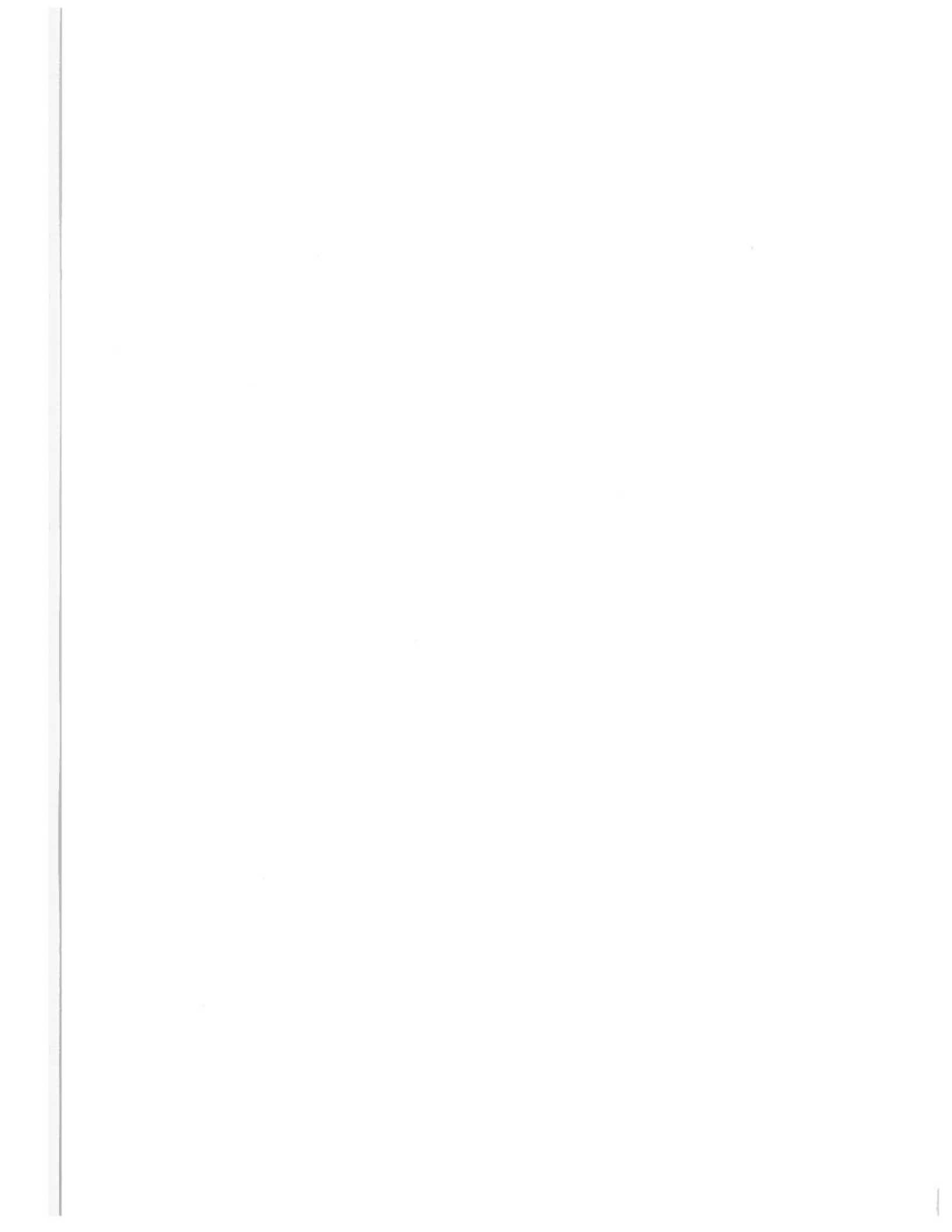
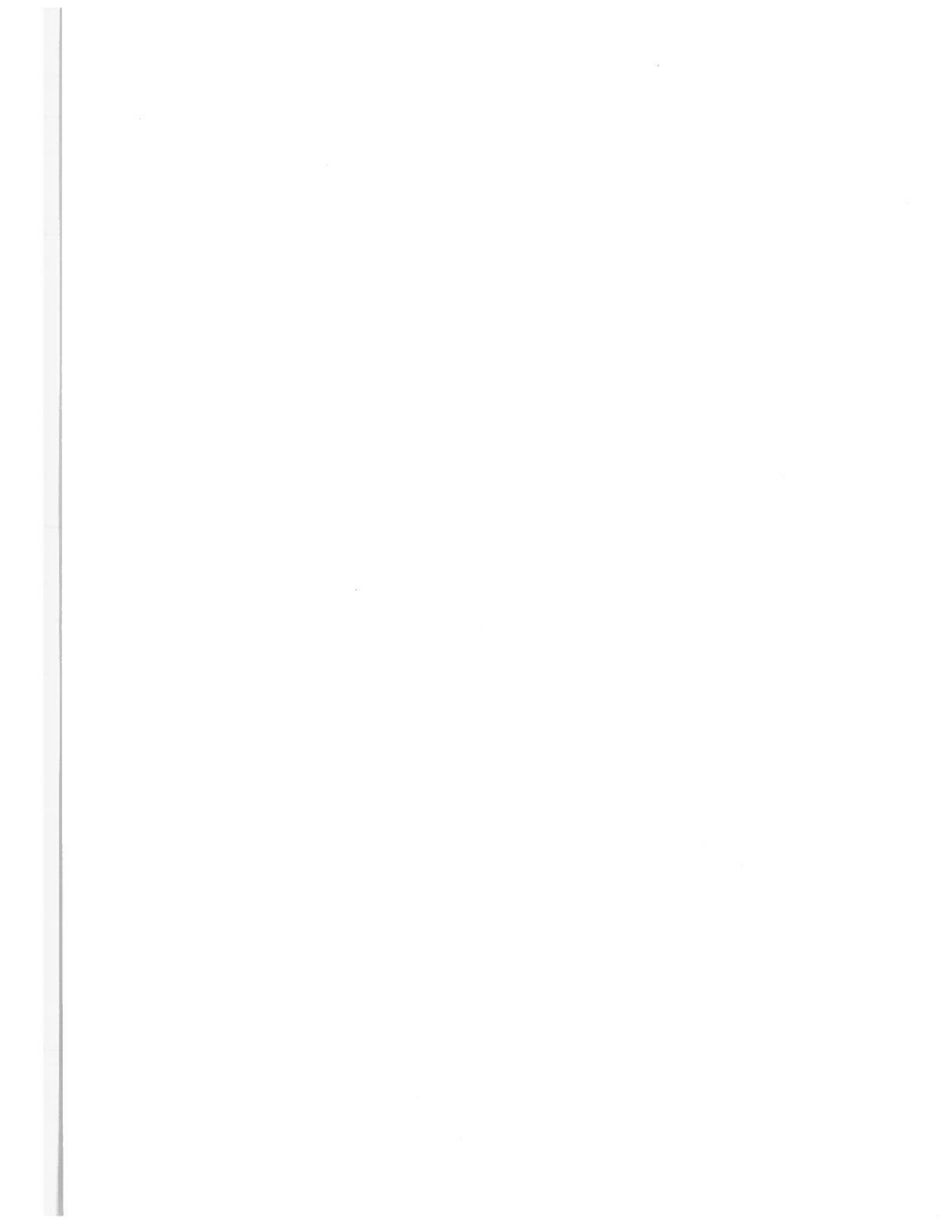


Figure 23. Wages and Salaries by Transportation Sector, 1965 and 1976



**SUPPLEMENTARY DATA**  
**Section II: Energy in Transportation**





# **Part 1. Energy Consumption**

Table 17. Gross U.S. Energy Consumption\* by Consuming Sector  
(Trillion Btu)  
(at 5-Year Intervals 1950-1965 and Annually 1965-1975)

Year	Household and Commercial	% of Total	Industrial	% of Total	Transportation	% of Total	Electrical Generation	% of Total	Miscellaneous and Unaccounted for	% of Total	Total Consumption
1950	7,593	22.3	12,325	36.3	8,616	25.3	4,981	14.7	477	1.4	33,992
1955	8,595	21.6	13,991	35.2	9,826	24.8	6,595	16.6	696	1.8	39,703
1960	10,174	22.8	14,642	32.9	10,818	24.3	8,263	18.5	672	1.5	44,569
1965	11,830	22.2	17,176	32.2	12,714	23.8	11,075	20.8	548	1.0	53,343
1966	12,388	22.0	18,028	32.0	13,345	23.6	12,054	21.4	597	1.0	56,412
1967	13,014	22.3	18,230	31.3	14,015	24.1	12,728	21.8	278	0.5	58,265
1968	13,109	21.2	19,363	31.4	15,156	24.5	13,892	22.5	243	0.4	61,763
1969	13,606	20.9	20,107	30.9	15,784	24.3	15,254	23.5	228	0.4	64,979
1970	13,988	20.8	20,225	30.1	16,473	24.6	16,242	24.2	215	0.3	67,143
1971	14,212	20.7	19,968	29.1	17,058	24.8	17,253	25.1	207	0.3	68,698
1972	14,588	20.3	20,492	28.5	18,055	25.1	18,578	25.8	233	0.3	71,946
1973	14,303	19.1	21,372	28.6	18,910	25.3	19,886	26.6	284	0.4	74,755
1974	13,893	19.1	20,331	27.9	18,407	25.3	20,003	27.4	246	0.3	72,880
1975 <sup>r</sup>	13,582	19.2	17,951	25.4	18,529	26.2	20,239	28.7	278	0.4	70,580
1976 <sup>p</sup>	14,689	19.8	18,399	24.9	19,315	26.1	21,367	28.9	227	0.3	73,999

p = preliminary  
r = revised

\*Gross energy includes all types of commercial energy at the time it is incorporated into the economy, whether the energy is produced domestically or imported. Gross energy comprises inputs of primary fuels (or their derivatives), and outputs of hydropower and nuclear power converted to theoretical energy inputs. It includes the energy used for the production, processing, and transportation of energy power.

Source: U.S. Department of the Interior. 1947-1969: W.G. Dupree and J.A. West, *United States Energy Through the Year 2000*, December 1972.

1970-1971: U.S. Bureau of Mines, *Minerals Yearbook*, 1973.

1972: U.S. Bureau of Mines, *U.S. Energy Use Up Nearly 5 Percent in 1972*, March 13, 1974

(Press Release) (Revised).

1973: U.S. Bureau of Mines, *U.S. Energy Use Down in 1974 After Two Decades of Increase*,

April 3, 1975 (Press Release).

1974: U.S. Bureau of Mines, *Annual U.S. Energy Use Drops Again*, April 5, 1976 (Press Release).

1975-1976: U.S. Bureau of Mines, *Annual U.S. Energy Use Up in 1976*, March 15, 1977 (Press Release).

American Petroleum Institute, *Basic Petroleum Data Book*, Section 1, Table 10.

Table 18. Net U.S. Energy Consumption\* by Consuming Sector  
(Trillion Btu)  
(at 5-year intervals 1950-1965 and annually 1965-1976)

Year	Household and Commercial	% of Total	Industrial	% of Total	Transportation	% of Total	Miscellaneous	% of Total	Total Net Energy Consumption	Gross <sup>1</sup> Energy Consumption	Conversion <sup>2</sup> Efficiency Percentage
1950	8,139	27.0	12,884	42.7	8,640	28.7	477	1.6	30,140	33,992	88.7
1955	9,449	27.0	14,999	42.9	9,845	28.1	696	2.0	34,989	39,703	88.1
1960	11,436	29.4	15,948	41.0	10,836	27.9	672	1.7	38,892	44,569	87.3
1965	13,778	30.0	18,810	41.0	12,732	27.8	548	1.2	45,868	53,343	86.0
1966	14,489	30.0	19,816	41.1	13,361	27.7	597	1.2	48,263	56,412	85.6
1967	15,271	30.7	20,098	40.5	14,032	28.2	278	0.6	49,679	58,265	85.3
1968	15,576	29.7	21,407	40.8	15,174	29.0	243	0.5	52,400	61,763	84.8
1969	16,358	29.9	22,262	40.7	15,801	28.9	228	0.5	54,649	64,979	84.1
1970	16,988	30.3	22,434	40.0	16,489	29.4	215	0.3	56,126	67,143	83.6
1971	17,421	30.6	22,260	39.1	17,075	30.0	207	0.3	56,963	68,698	82.9
1972	18,066	30.4	22,985	38.7	18,072	30.5	233	0.4	59,356	71,946	82.5
1973	18,012	29.4	24,040	39.2	18,925	30.9	283	0.5	61,260	74,755	81.9
1974	17,616	29.7	22,996	38.8	18,426	31.1	246	0.4	59,284	72,880	81.3
1975 <sup>r</sup>	17,552	30.8	20,531	36.1	18,545	32.6	278	0.5	56,906	70,580	80.6
1976 <sup>p</sup>	18,832	31.6	21,209	35.6	19,331	32.4	227	0.4	59,600	73,999	80.5

r = revised

p = preliminary

\*Net energy is the sector inputs and consists of direct fuels and purchased electricity.

<sup>1</sup> Gross energy is the total of inputs into the economy of primary fuels (petroleum, natural gas, and coal, including imports) or their derivatives, plus the generation of hydro and nuclear power converted to equivalent energy inputs.

<sup>2</sup> The conversion efficiency factor is the percent of total gross energy going into the sectors.

Source: U.S. Department of the Interior. 1947-1969: W.G. Dupree Jr. and J.A. West, *United States Energy Through the Year 2000*, December 1972  
1970-1971: U.S. Bureau of Mines, *Minerals Yearbook*, 1972

1972: U.S. Bureau of Mines, *U.S. Energy Use Up Nearly 5 Percent in 1973*, March 13, 1974 (Press Release, revised)

1973: U.S. Bureau of Mines, *U.S. Energy Use Down in 1974 After Two Decades of Increases*, April 3, 1975 (Press Release)

1974: U.S. Bureau of Mines, *Annual U.S. Energy Use Drops Again*, April 5, 1976

1975-1976: U.S. Bureau of Mines, *Annual U.S. Energy Use Up In 1975*, March 14, 1977 (Press Release)

American Petroleum Institute, *Basic Petroleum Data Book*, Section 1, Table 11.

Table 19. U.S. Energy Consumption by the Transportation Sector  
(at 5-Year Intervals 1950 — 1965 and Annually 1965 — 1976)

Year	Coal <sup>1</sup>		Petroleum <sup>2</sup>		Natural Gas <sup>3</sup>		Total Fossil Fuels	Utility Electricity Purchased		Total Net Energy Inputs	
	Thousand short tons	Trillion Btu	Million barrels	Trillion Btu	Million cubic feet	Trillion Btu		Billion Kilowatt-hours	Trillion Btu	Trillion Btu	% of Total U.S. Energy Consumption
1950	63,783	1,701	1,248.8	6,785	125,546	130	8,616	7	24	8,640	25.4
1955	17,429	464	1,691.4	9,109	245,246	253	9,826	6	19	9,845	24.8
1960	3,294	87	1,934.1	10,372	347,075	359	10,818	5	18	10,836	24.3
1965	655	18	2,271.9	12,179	500,524	517	12,714	5	18	12,732	23.9
1966	609	16	2,382.6	12,777	535,353	552	13,345	5	16	13,361	23.7
1967	467	13	2,497.1	13,408	575,752	594	14,015	5	17	14,032	24.1
1968	417	11	2,703.8	14,535	590,965	610	15,156	5	18	15,174	24.6
1969	313	8	2,815.8	15,125	630,962	651	15,784	5	17	15,801	24.3
1970	298	8	2,902.8	15,592	722,166	745	16,345	5	16	16,361	24.3
1971	207	6	3,032.0	16,286	742,592	766	17,058	5	17	17,075	24.8
1972	163	4	3,213.0	17,264	766,156	790	18,058	5	17	18,075	25.0
1973	116	3	3,348.8	18,164	728,177	743	18,910	4	15	18,925	25.3
1974	80	2	3,267.9	17,720	668,834	685	18,407	6	19	18,426	25.3
1975 <sup>e</sup>	24	1	3,310.9	17,933	582,963	595	18,529	5	16	18,545	26.3
1976 <sup>e</sup>	12	*	3,453.4	18,733	570,000	582	19,315	5	16	19,331	26.1

e = Estimated.

\*Negligible.

<sup>1</sup> Includes anthracite, bituminous, and lignite coals.

<sup>2</sup> Includes bunkers and military transportation.

<sup>3</sup> Consumption of natural gas by pipelines.

Source: U.S. Department of the Interior, *U.S. Energy to the Year 2000*, Dec., 1972 and Bureau of Mines, News Release, March 14, 1977, Tables 2, 3, 4, 5 and 9, and equivalent tables in earlier new releases.

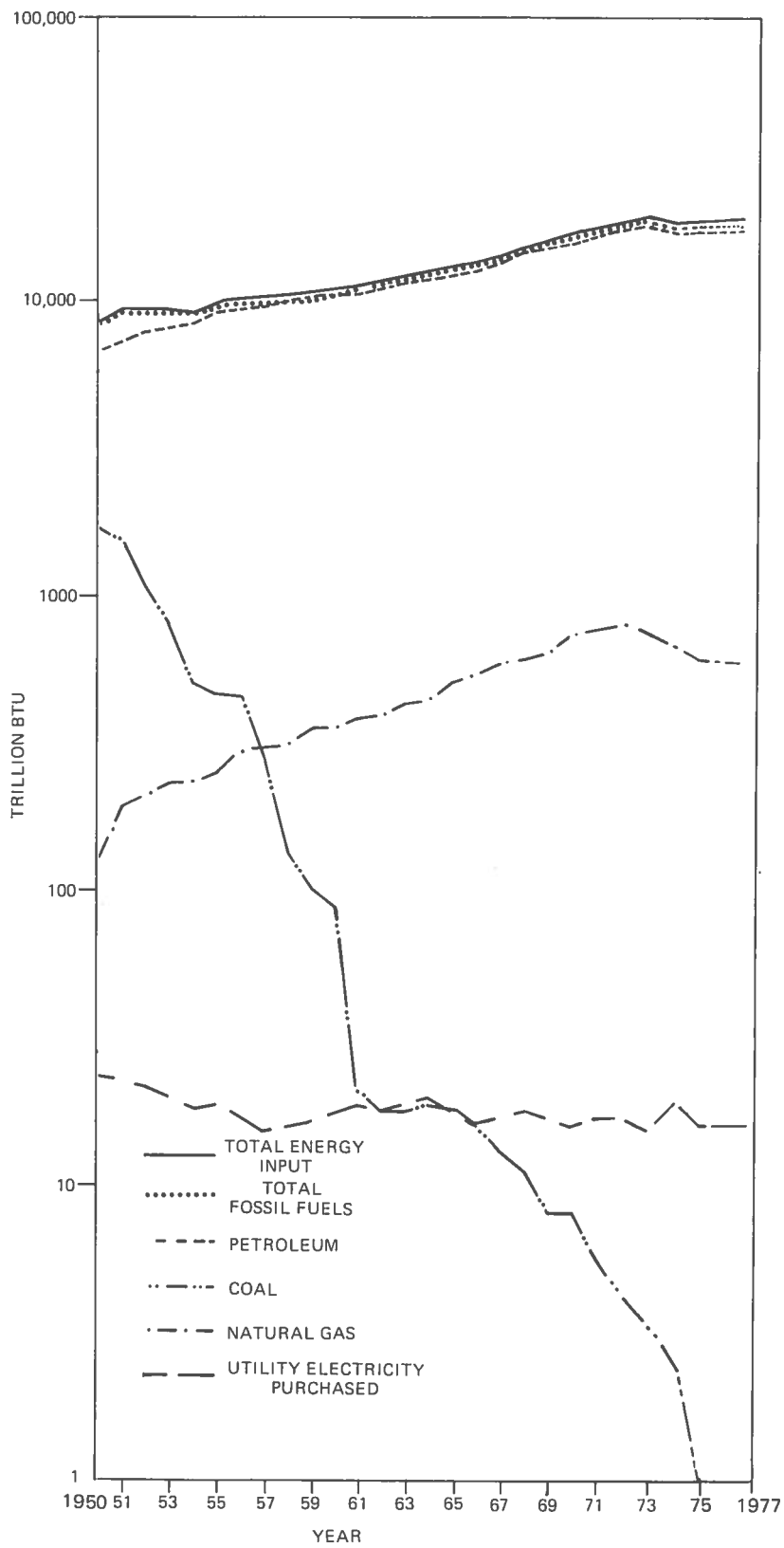


Figure 24. Energy Consumption: Transportation Sector, 1950-1976

Table 20. Fuel Consumption by Mode of Transportation, 1965-1975

	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975
<b>Class I Railroads</b>											
<b>Locomotives</b>											
Diesel Oil, gals × 10 <sup>6</sup>	3,736	3,920	3,883	3,917	3,919	3,804	3,819	3,999	4,141	4,112	3,732
Fuel Oil, gals × 10 <sup>6</sup>	77	65	47	42	33	—	—	—	—	—	—
Electricity, KWH × 10 <sup>6</sup>	933	922	832	750	610	578	534	608	346	467	422
Coal, tons	3,695	3,235	2,310	1,669	1,137	1,238	1,191	1,400	1,202	1,160	1,160
<b>Motor Cars</b>											
Diesel Oil, gals × 10 <sup>6</sup>	7	6	6	5	5	8	4	3	3	4	4
Electricity, KWH × 10 <sup>6</sup>	576	576	580	567	538	763	756	715	901	847	857
Gasoline, gals	—	—	—	—	—	—	—	—	—	—	—
<b>Air</b>											
<b>Certified Carriers</b>											
Aviation Gasoline, gals × 10 <sup>6</sup>	519	398	268	128	33	15	12	13	11	n/a	n/a
Jet Fuel, gals × 10 <sup>6</sup>	4,650	5,670	7,532	8,891	10,113	10,085	10,140	10,302	10,671	9,554*	9,507*
<b>General Aviation<sup>1</sup></b>											
Aviation Gasoline, gals × 10 <sup>6</sup>	292	375	396	495	522	551	508	584	411	443	412
Jet Fuel, gals × 10 <sup>6</sup>	81	106	138	n/a	168	208	226	245	304	357	453
<b>Highway</b>											
Gasoline, gals × 10 <sup>6</sup>	50,206	53,220	55,007	58,413	62,325	65,649	69,213	73,121	77,619	73,770 <sup>r</sup>	76,010
Pass. Cars + Taxis	69	92	103	111	123	135	301	342	392	447	447
Motorcycles											
<b>Diesel + Gasoline, gals × 10<sup>6</sup></b>											
Commercial Buses <sup>2</sup>	645	637	646	655	657	644	631	561	520	525	553
School Buses	249	259	264	277	290	300	316	320	327	333	342
Single-unit Trucks <sup>1</sup>	13,504	13,636	14,470	15,674	16,528	17,237	18,221	22,118	22,755 <sup>r</sup>	21,125 <sup>r</sup>	21,868
Combination Trucks	6,431	6,779	7,203	7,808	8,199	8,363	8,865	8,600	8,860	10,101 <sup>r</sup>	9,764
<b>Water Transport</b>											
Residual Fuel Oil, gals × 10 <sup>6</sup>	3,093	3,093	3,389	3,678	3,506	3,774	3,307	3,273	3,881	3,824 <sup>r</sup>	4,060
Distillate Fuel Oil, gals × 10 <sup>6</sup>	652	699	734	766	793	819	880	929	1,125	1,040 <sup>r</sup>	1,098
Gasoline, gals × 10 <sup>6</sup>	n/a	485	501	533	569	598	645	687	717	697	730
<b>Transit</b>											
Electricity, KWH × 10 <sup>6</sup>											
Rapid Transit	2,185	2,075	2,194	2,250	2,291	2,261	2,262	2,149	2,098	n/a	n/a
Surface Rail	218	226	180	179	173	157	153	146	140	n/a	n/a
Trolley	181	166	157	157	154	143	141	133	93	n/a	n/a
Total	2,584	2,467	2,531	2,586	2,618	2,561	2,556	2,428	2,331	2,630	2,646
<b>Gallons of Motor Fuel, gals × 10<sup>6</sup></b>											
Gasoline	92	76	58	46	40	37	29	20 <sup>r</sup>	12 <sup>r</sup>	7	5
Diesel Oil	248	256	270	274	274	271	257	253 <sup>r</sup>	283 <sup>r</sup>	316	365
Propane	33	34	33	32	32	31	27	24	15	3	3
<b>Pipelines (Gas &amp; Oil)</b>											
Natural Gas, cu. ft. × 10 <sup>6</sup>	500,024	535,353	575,752	590,965	630,962	722,166	742,592	766,156	728,177	668,702	582,963

<sup>r</sup> revised

n/a = not available

<sup>1</sup> Includes non-freight truck movements.

<sup>2</sup> Includes intercity and Urban buses.

<sup>3</sup> Data for 1965-1972 calculated by method different from that used for 1973-1975 data

\*Includes Aviation Gasoline

Sources: See Appendix A.

Table 21. Total Motor Vehicle Fuel Consumption and Travel<sup>1</sup>, 1965-1975

Year	Number Registered (thousands)	Total Vehicle Miles Traveled (millions)	Average Miles Traveled	Average Miles Traveled per Gallon	Total Fuel Consumed (millions of gallons)	Average Gallons Consumed per Vehicle
1965	91,743	887,812	9,644	12.20	108,984	790
1966	95,947	930,497	9,530	12.09	106,301	788
1967	98,898	961,553	10,083	11.85	110,473	851
1968	103,140	1,015,649	10,370	12.07	105,062	859
1969	107,391	1,070,575	10,198	12.16	97,547	838
1970	111,222	1,120,705	10,076	12.14	92,328	830
1971	116,344	1,186,289	9,969	12.15	88,122	821
1972	122,304	1,268,342	9,847	12.25	82,938	804
1973	129,778	1,308,562	9,723	12.38	77,693	786
1974 <sup>r</sup>	134,900	1,285,647	9,698	12.47	74,623	778
1975	137,917	1,330,074	9,677	12.49	71,104	775

<sup>1</sup> For the 50 states and District of Columbia, includes personal passenger vehicles, buses, and motor trucks.

<sup>r</sup>Revised

Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics*, 1975, Table VM-1, and same table in earlier editions.



Table 22. Fuel Consumption and Travel by Personal Passenger Vehicles<sup>2</sup>, 1965-1975

Year	Number <sup>1</sup> Registered (thousands)	Total <sup>1</sup> Vehicle Miles Traveled (millions)	Average Miles Traveled per Gallon		Total Fuel Consumed (millions of gallons)		Average Gallons Consumed per Vehicle							
			Passenger Cars	Motor-cycles	All Personal Passenger Vehicles	Passenger Cars	Motor-cycles	All Personal Passenger Vehicles						
1965	76,634	711,594	9,634	4,500	9,406	13.53	50	13.74	76,010	447	76,457	712	90	685
1966	80,106	751,740	9,448	4,500	9,225	13.43	50	13.65	73,770	447	74,217	704	90	676
1967	82,367	774,203	9,992	4,498	9,767	13.10	50	13.29	77,619	392	78,011	763	90	736
1968	85,793	814,030	10,184	4,500	9,969	13.49	50	13.67	73,121	342	73,463	755	90	730
1969	89,156	858,858	10,121	4,500 <sup>3</sup>	9,926	13.57	50 <sup>3</sup>	13.73	69,213	301	69,514	746	90 <sup>3</sup>	723
1970	92,095	900,992	9,978	3,605	9,783	13.57	75	13.70	65,649	135	65,784	735	48	714
1971	96,144	954,155	9,782	4,020	9,633	13.63	75	13.75	62,325	123	62,448	718	54	700
1972	100,658	1,003,498	9,627	3,970	9,488	13.79	75	13.91	58,413	111	58,524	698	53	682
1973	106,119	1,036,455	9,531	3,962	9,399	13.93	75	14.05	55,007	103	55,110	684	53	669
1974 <sup>f</sup>	109,823	1,013,068	9,506	3,930	9,384	14.00	75	14.10	53,220	92	53,312	679	52	666
1975	111,679	1,050,472				14.07	75	14.15	50,206	69	50,275	667	50	656

<sup>f</sup> Revised

<sup>1</sup> Includes motorcycles.

<sup>2</sup> For the 50 states and District of Columbia.

<sup>3</sup> Significant differences in values for 1970 and the corresponding values for 1970 represents a change in the basic assumptions of miles per vehicle and miles per gallon, not a shift in the trend.

Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics*, Table VM-1, annual.

Table 23. Fuel Consumption and Travel by Buses<sup>1</sup>, 1965-1975

Year	Number <sup>1</sup> Registered (thousands)	Total <sup>2</sup> Vehicle Miles Traveled (millions)	Average Miles Traveled		Average Miles Traveled per Gallon		Total Fuel Consumed (millions of gallons)		Average Gallons Consumed per Vehicle					
			Commercial	School	Commercial	School	Commercial	School	Commercial	School	All Buses			
1965	314	4.782	28,230	6,788	11,140	4.79	7.31	5.75	553	342	895	5,896	929	1,937
1966	324	4.852	28,968	6,865	11,320	4.97	7.36	5.90	525	333	858	5,827	933	1,919
1967	338	4.894	28,469	7,178	11,662	4.90	7.37	5.86	520	327	847	5,810	973	1,991
1968	352	4.968	30,968	7,414	12,553	4.39	7.37	5.80	561	320	881	6,318	1,006	2,165
1969	364	5.037	31,949	7,198	12,819	4.57	7.00	5.38	631	316	947	6,988	1,028	2,382
1970	379	5.043	32,591	7,274	13,306	4.57	7.00	5.34	644	300	944	7,132	1,039	2,491
1971	398	5.097	33,300	7,409	13,826	4.58	7.00	5.32	657	290	947	7,276	1,058	2,600
1972	407	5.109	33,828	7,387	14,122	4.63	6.99	5.33	655	277	932	7,310	1,056	2,649
1973	426	4.960	33,600	7,543	14,484	4.68	7.08	5.38	646	264	910	7,178	1,065	2,693
1974 <sup>r</sup>	447	5.060	35,598	7,725	15,012	4.72	7.12	5.42	637	259	896	7,538	1,085	2,772
1975	462	5.148	35,518	7,689	15,215	4.68	7.08	5.35	645	249	894	7,588	1,086	2,844

<sup>r</sup> Revised

<sup>1</sup> For the 50 states and District of Columbia.

<sup>2</sup> Includes commercial, school and non-revenue buses.

Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics*, Table VM-1, annual.

Table 24. Fuel Consumption and Travel by Motor Trucks, 1965-1975

Year	Number Registered (thousands)	Total Vehicle Miles Traveled (millions)	Average Miles Traveled		Average Miles Traveled per Gallon		Total Fuel Consumed (millions of gallons)		Average Gallons of Fuel Consumed per Vehicle					
			Single-unit Trucks	Combinations Trucks	Single-unit Trucks	Combinations Trucks	Single-unit Trucks	Combinations Trucks	Single-unit Trucks	Combinations Trucks				
1965	14,795	171,436	8,882	49,125	10,648	10.01	5.69	8.68	13,504	6,431	19,935	964	8,172	1,347
1966	15,517	173,905	8,981	51,667	10,861	10.01	5.55	8.57	13,636	6,799	20,415	928	8,237	1,316
1967	16,193	182,456	9,868	46,716	11,538	9.63	5.42	8.45	14,470	7,203	21,673	942	8,678	1,338
1968	16,995	196,651	10,525	47,084	12,229	9.63	5.42	8.46	15,674	7,808	23,482	972	8,964	1,382
1969	17,871	206,680	9,794	43,779	11,465	10.12	4.81	8.38	16,528	8,199	24,727	976	8,826	1,384
1970	18,748	214,670	9,807	41,903	11,450	10.12	4.81	8.39	17,237	8,363	25,600	969	8,711	1,365
1971	19,802	227,037	9,871	42,453	11,565	10.12	4.81	8.36	18,221	8,865	27,086	968	9,102	1,368
1972	21,239	259,735	9,857	43,229	11,571	10.14	4.83	8.37	22,118	8,600	30,718	1,092	8,687	1,446
1973	23,233	267,147	9,598	42,176	11,268	10.19	4.86	8.42	22,755	8,860	31,615	1,025	8,620	1,361
1974 <sup>r</sup>	24,630	267,519	9,588	40,112	11,207	10.33	4.87	8.52	21,125	10,101	31,226	897	9,310	1,269
1975	25,776	274,454	10,003	39,795	11,587	10.38	4.87	8.60	21,868	9,769	31,632	887	8,633	1,227

<sup>r</sup> Revised

Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics*, Table VM-1, annual.

**Table 25. Fuel Consumption by Certificated Air Carriers, 1960, 1965-1976**  
**(Scheduled and Nonscheduled Service)**  
**(Thousands of gallons)**

Year	Total Certificated Route Air Carriers	Domestic Operations											International and Territorial Operations		
		Total Domestic Operations	Passenger/Cargo Carriers										Total	Passenger/ Cargo Carriers	All-Cargo Carriers
			Total	Domestic Trunk			Local Service	Other <sup>1</sup>	Intra- Alaska	Intra- Hawaii	All-Cargo Carriers				
				Big Four	Other Trunks	Total									
1960	2,519,757	1,954,236	1,910,482	1,806,202	1,228,522	577,680	88,032	2,269	5,320	8,499	43,754	565,520	547,040	18,480	
1965	5,169,023	3,888,834	3,815,937	3,617,172	2,524,868	1,092,304	176,252	3,403	7,761	11,348	72,878	1,280,189	1,235,878	44,311	
1966	6,067,042	4,422,212	4,325,073	4,065,435	2,752,725	1,312,710	231,923	4,158	7,957	15,600	97,138	1,644,831	1,560,971	83,860	
1967	7,790,373	5,654,507	5,548,149	5,196,158	3,533,792	1,662,366	318,688	4,746	8,540	20,016	106,357	2,135,866	2,001,193	134,673	
1968	9,108,451	6,676,948	6,568,037	6,081,503	4,096,630	1,984,873	449,501	4,383	8,331	24,319	108,912	2,431,502	2,275,996	155,506	
1969	10,145,250	7,564,696	7,467,871	6,861,803	4,527,319	2,334,484	561,336	3,239	10,799	30,799	96,825	2,580,554	2,355,636	224,918	
1969 <sup>3</sup>	10,145,250	8,009,247	7,912,423	7,277,715	4,692,284	2,585,431	561,336	31,879	10,694	30,799	96,825	2,136,003	1,911,084	224,918	
1970	10,099,172	7,856,593	7,796,375	7,106,903	4,740,548	2,366,355	618,126	30,617	10,839	29,890	60,218	2,242,579	2,013,883	228,696	
1971	10,152,195	7,798,954	7,740,388	7,050,556	4,452,358	2,598,198	619,151	29,295	12,364	29,022	58,566	2,353,241	2,113,200	240,041	
1972	10,180,102	7,753,262	7,685,374	7,172,159	4,533,082	2,639,077	649,397	1,090	38,899	33,187	67,888	2,426,839	2,178,294	248,545	
1973	10,699,779	8,354,484	8,263,964	7,450,949	4,576,063 <sup>2</sup>	2,874,886	727,633	1,480 <sup>4</sup>	44,661 <sup>4</sup>	37,297	90,520	2,345,294	2,143,420	201,875	
1974	9,553,792	7,508,899	7,423,640	6,612,145	4,142,724 <sup>2</sup>	2,469,421	720,372	1,492 <sup>4</sup>	50,205 <sup>4</sup>	37,307	85,260	2,044,893	1,864,685	180,208	
1975	9,506,600	7,557,700	7,483,400	6,650,000	4,112,900 <sup>2</sup>	2,537,100	725,800	—	61,700	37,400	74,300	1,948,900	1,756,700	192,200	
1976	9,994,800	7,910,600	7,836,000	6,944,700	4,273,100 <sup>2</sup>	2,671,500	785,500	—	56,200	41,900	74,600	1,921,200	1,734,900	186,300	

Note. Individual figures may not add up because of rounding.

<sup>1</sup> Includes helicopter carriers.

<sup>2</sup> Includes American, Eastern, TWA, United Airlines only.

<sup>3</sup> Compiled on a 50-state basis after 1969.

<sup>4</sup> Alaska Airline data transferred from Other to Intra-Alaska.

Source: C.A.B. *Handbook of Airline Statistics* 1973, Part II, Table 57, and advance information based on CAB Form 41, Schedule T-2(b), *Quarterly Reports*.

**Table 26. Motor Fuel and Energy Consumption by the U.S. Transit Industry  
(at 5-year intervals 1950-1965 and annually 1965-1976)**

Year	Kilowatt Hours Consumed (In Millions)				Gallons of Motor Fuel Used (In Thousands)		
	Heavy Rail	Light Rail	Trolley Coach	Total	Gasoline	Diesel Oil	Propane
1950	2,000	2,410	841	5,251	430,000	98,600	*
1955	1,900	910	720	3,530	246,000	172,600	30,300
1960	2,098	393	417	2,908	153,600	208,100	38,300
1965	2,185	218	181	2,584	91,500	248,400	32,700
1966	2,075	226	166	2,467	76,000	256,000	33,600
1967	2,194	180	157	2,531	57,800	270,300	33,000
1968	2,250	179	157	2,586	45,700	274,200	32,200
1969	2,291	173	154	2,618	40,000	273,800	31,600
1970	2,261	157	143	2,561	37,200	270,600	31,000
1971	2,262	153	141	2,556	29,400	256,800	26,500
1972	2,149	146	133	2,428	19,647	253,250	24,400
1973	2,098	140	93	2,331	12,333	282,620	15,152
1974	n/a	n/a	n/a	2,630	7,457	316,360	3,142
1975	n/a	n/a	n/a	2,646	5,017	365,060	2,559
1976	n/a	n/a	n/a	2,576	5,203	389,187	960

n/a = not available.

\*Propane included with gasoline.

Source: American Public Transit Association, *Transit Fact Book*, 1976-1977, Table 16.

Table 27. Petroleum Consumption by Major Product<sup>1</sup> and Consuming Sector, 1976

Major Product	Household and Commercial		Industrial		Transportation <sup>2</sup>		Electricity Generation, Utilities		Miscellaneous and Unaccounted for		Total Domestic Product Demand	
	Million Barrels	Trillion Btu	Million Barrels	Trillion Btu	Million Barrels	Trillion Btu	Million Barrels	Trillion Btu	Million Barrels	Trillion Btu	Million Barrels	Trillion Btu
Fuel and power:	170.0	681.9	70.3	280.8	27.0	108.2	—	—	—	—	267.0	1,070.9
Liquified gases . . . . .	—	—	—	—	73.2	392.5	—	—	—	—	73.3	392.5
Jet fuels:	—	—	—	—	284.7	1,614.2	—	—	—	—	287.7	1,631.2
Naptha type . . . . .	—	—	—	—	—	—	3.0	17.0	—	—	—	—
Kerosene type . . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Total . . . . .	—	—	—	—	358.0	2,006.7	3.0	17.0	—	—	361.0	2,023.7
Gasoline . . . . .	—	—	—	—	2,561.0	13,440.1	—	—	—	—	2,561.0	13,440.1
Kerosene . . . . .	47.4	268.8	13.8	78.2	—	—	—	—	—	—	61.2	347.0
Distillate fuel . . . . .	539.8	3,144.3	139.8	814.3	840.4	2,215.8	72.0	419.4	6.2	36.2	1,138.2	6,630.0
Residual fuel . . . . .	186.0	1,169.4	196.0	1,232.3	127.0	798.4	484.0	3,042.9	5.7	35.8	998.7	6,278.8
Still gas . . . . .	—	—	182.0	1,092.0	—	—	—	—	—	—	182.0	1,092.0
Petroleum coke . . . . .	—	—	64.0	385.5	—	—	—	—	—	—	64.0	385.4
Total . . . . .	943.2	5,264.4	665.6	3,883.1	3,453.4	18,569.2	559.0	3,479.3	11.9	72.0	5,633.1	31,268.0
Raw material <sup>4</sup> :	—	—	—	—	—	—	—	—	—	—	—	—
Plant condensate . . . . .	—	—	3.5	19.0	—	—	—	—	—	—	3.5	19.0
Special naphthas . . . . .	—	—	30.0	157.4	—	—	—	—	—	—	30.0	157.4
Lubes <sup>5</sup> and waxes . . . . .	—	—	37.0	220.6	27.0	163.8	—	—	—	—	64.0	384.4
Petroleum coke <sup>6</sup> . . . . .	—	—	26.0	156.6	—	—	—	—	—	—	26.0	156.6
Asphalt and road oil . . . . .	161.0	1,068.4	—	—	—	—	—	—	—	—	161.0	1,068.4
Petrochemical feedstock offtake:	—	—	—	—	—	—	—	—	—	—	—	—
Liquefied refinery gas <sup>7</sup> . . . . .	—	—	41.0	159.6	—	—	—	—	—	—	41.0	159.6
Liquefied petroleum gas <sup>7,8</sup> . . . . .	—	—	210.0	719.5	—	—	—	—	—	—	210.0	719.5
Naptha (-400 degrees) . . . . .	—	—	76.5	401.5	—	—	—	—	—	—	76.5	401.5
Still gas . . . . .	—	—	16.5	99.0	—	—	—	—	—	—	16.5	99.0
Miscellaneous (+400 degrees) . . . . .	—	—	60.0	349.5	—	—	—	—	—	—	60.0	349.5
Total . . . . .	161.0	1,068.4	500.5	2,282.7	27.0	163.8	—	—	—	—	688.5	3,514.9
Miscellaneous and unaccounted for . . . . .	—	—	—	—	—	—	—	—	28.1	154.6	28.1	154.6
Grand total, domestic product demand . . . . .	1,104.2	6,332.8	1,166.1	6,165.8	3,480.4	18,733.0	559.0	3,479.3	40.0	226.6	6,349.7	34,937.5

c = estimated

- <sup>1</sup> Includes liquified refinery gas and natural gas liquids.
- <sup>2</sup> Includes bunkers, military transportation, and all military use of distillate and residual fuel oils.
- <sup>3</sup> Includes secondary recovery of petroleum and agriculture uses.
- <sup>4</sup> Includes some fuel and power used by raw materials industries.
- <sup>5</sup> Lubricants are distributed on basis of data from Bureau of the Census.
- <sup>6</sup> Includes portions of petroleum coke estimated to be consumed in nonfuel uses.
- <sup>7</sup> Includes ethane.
- <sup>8</sup> Includes LP-gas for synthetic rubber.

Source: U.S. Department of the Interior, Bureau of Mines, Division of Interfuels and Special Studies, News Release, March 14, 1977.

Table 28. Petroleum Consumption by Major Products  
(Trillion Btu)  
(at 5-year intervals 1950-1965 and annually 1965-1976)

Year	Household and Commercial			Industrial							Total Input
	Fuel Use	Non-Fuel Use	Total	Fuel Use	Non-Fuel Use	Total	Transportation <sup>2</sup>	Transportation as % of Total	Electrical Generation	Other Not Specified	
1950	2,603	435	3,038	2,213	453	2,666	6,785	50.3	662	337	13,488
1955	3,386	615	4,001	2,754	652	3,406	9,109	52.0	512	496	17,524
1960	4,189	734	4,923	2,674	1,008	3,682	10,372	51.7	564	526	20,067
1965	4,744	891	5,635	2,826	1,313	4,139	12,179	52.4	744	545	23,242
1966	4,830	936	5,766	2,883	1,353	4,353	12,777	52.4	905	594	24,395
1967	5,289	917	6,206	2,820	1,612	4,432	13,408	52.9	1,013	276	25,335
1968	5,145	984	6,129	3,186	1,780	4,966	14,535	53.7	1,180	242	27,052
1969	5,260	1,009	6,269	3,220	1,951	5,171	15,125	53.2	1,628	229	28,422
1970	5,371	1,082	6,453	3,252	2,015	5,267	15,592	52.7	2,087	215	29,614
1971	5,331	1,108	6,439	3,196	1,898	5,094	16,286	53.3	3,543	207	30,570
1972	5,531	1,137	6,668	3,553	2,135	5,668	17,264	52.4	3,114	233	32,966
1973	5,425	1,264	6,689	3,819	2,240	6,059	18,162	52.1	3,656	283	34,851
1974	4,896	1,165	6,061	3,690	2,217	5,907	17,720	53.0	3,480	246	33,414
1975 <sup>r</sup>	4,733	1,014	5,747	3,576	1,967	5,543	17,932	55.3	3,239	278	32,412
1976 <sup>p</sup>	5,264	1,068	6,333	3,883	2,283	6,166	18,733	53.6	3,479	227	34,938

p = preliminary

r = revised

<sup>1</sup> Petroleum products refined and processed from crude oil, including still gas, liquefied refinery gas, and natural gas liquids.

<sup>2</sup> Includes bunkers and military transportation.

Source: U.S. Department of the Interior, *U.S. Energy through the Year 2000*, December 1972. Bureau of Mines, News Release, March 14, 1977, Tables 6a, 6b, and equivalent tables in earlier news releases.

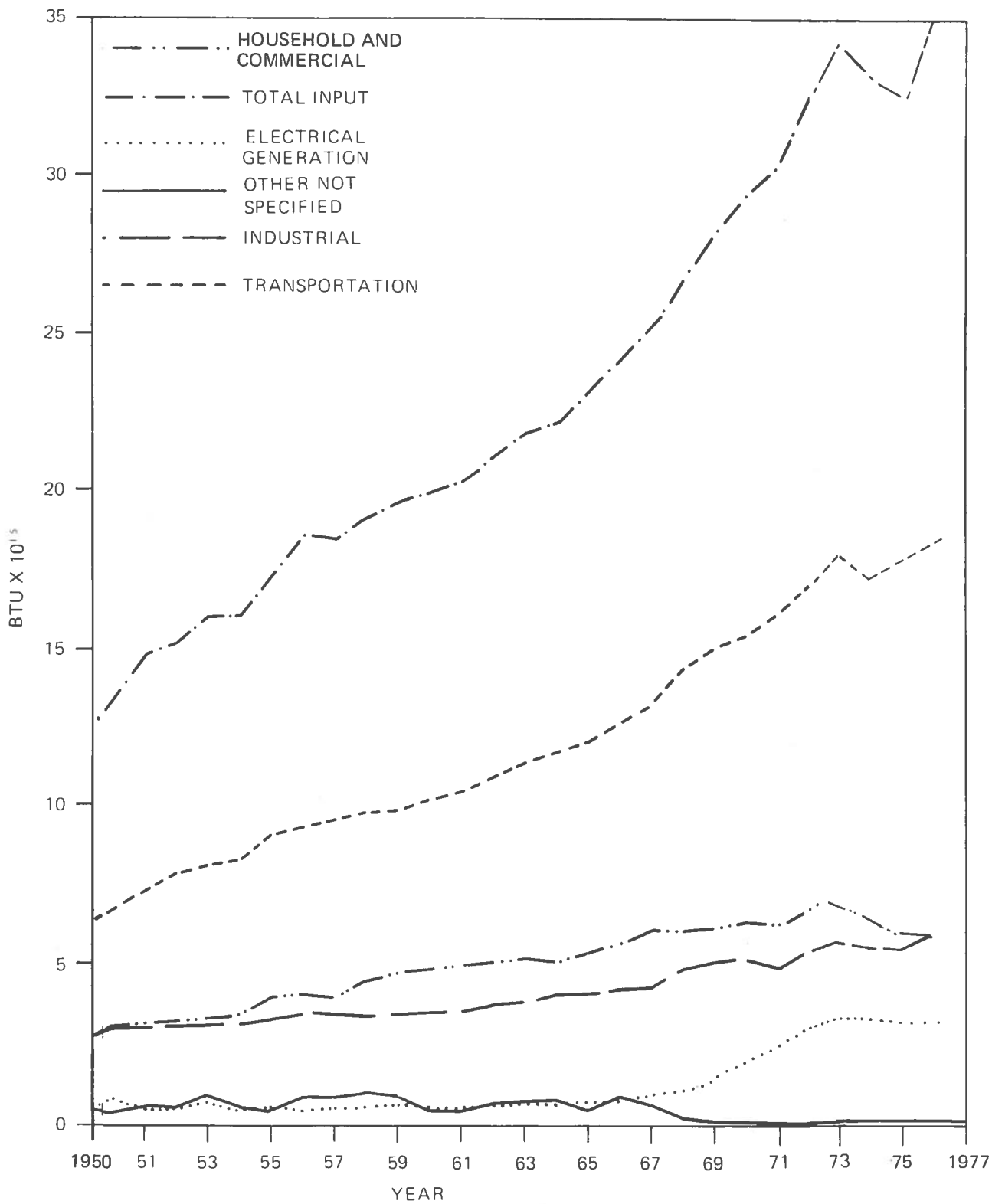


Figure 25. Petroleum Consumption by Sector, 1950-1976



Table 29. U.S. Sales of Residual Fuel Oil by Use  
(At 5-Year Intervals 1950 — 1965 and Annually 1965 — 1975)  
(Thousands of Barrels)

Year	Vessel Bunkering	Gas and Electrical Public-Utility Plants*	Railroads	Oil Company Use	Industrial Use (Except Oil Cos.)	Heating Oils	Military Use	Misc. Uses	Total
1950	92,947	93,062	60,878	52,263	148,111	72,716	28,333	4,898	554,208
1955	115,128	75,966	15,018	53,387	173,030	86,282	28,368	9,804	556,983
1960 <sup>1</sup>	94,084	85,408	5,610	45,061	157,270	125,088	31,724	6,291	550,536
1965	73,639	114,884	4,001	34,354	140,602	156,254	40,380	10,004	574,118
1966	73,641	140,642	3,792	35,177	141,050	167,471	41,861	10,338	613,972
1967	80,680	158,417	5,494	37,880	131,819	175,990	40,465	8,794	639,539
1968	87,575	184,956	4,296	39,329	135,664	174,326	34,990	8,348	669,484
1969	85,581	247,634	3,381	36,559	130,654	178,095	31,750	8,875	722,529
1970	89,850	312,420	2,222	38,318	139,647	185,831	28,704	7,295	804,287
1971	78,727	371,820	1,262	32,626	136,221	182,062	29,217	6,109	838,044
1972	77,932	435,348	1,137	44,291	142,320	191,111	24,622	8,886	925,647
1973	92,415	509,457	1,214	50,652	152,267	192,252	22,892	9,028	1,030,177
1974	91,052	475,204	1,176	50,236	143,726	172,896	20,423	8,503	963,216
1975 <sup>P</sup>	96,673	454,935	583	50,487	112,362	155,103	19,068	6,066	895,277

p = Preliminary.

<sup>1</sup>Includes Alaska and Hawaii.

\*Beginning with 1967, represented use by electric public-utility plants only.

Source: U.S. Bureau of Mines, *Mineral Industry Surveys*, Fuel Oil Sales, Annual; American Petroleum Institute, *Basic Petroleum Data Book*, Section VII, Table 13, 13a.

Table 30. U.S. Sales of Distillate Fuel Oil by Use  
(Thousand Barrels)  
(at 5-Year Intervals 1950-1965 and annually 1965-1975)

Year	Heating Oils	Industrial Use	Oil Company Fuel	Electric Utility	Railroads	Vessel Bunkering	Military Use	Diesel Type			All Other	Total
								On Highway	Off Highway	Total		
1950	235,740	37,121	5,692	13,207	48,703	12,872	6,553	1	1	21,333	14,085	395,306
1955	356,589	43,606	8,597	5,884	84,668	16,675	10,945	23,446	20,769	44,215	9,948	581,127
1960 <sup>2</sup>	438,010	34,271	8,347	4,742	86,490	18,730	10,793	36,467	38,095	74,562	7,380	683,325
1965	475,992	42,484	10,430	3,661	86,436	15,532	14,953	73,776	50,346	124,122	13,281	786,891
1966	472,778	47,108	10,485	3,612	89,104	16,642	16,303	81,516	54,260	135,776	17,905	809,713
1967	501,026	44,997	8,997	2,858	88,688	17,478	17,325	1	1	1	147,831	829,200
1968	510,682	45,795	9,975	8,509 <sup>3</sup>	84,030	18,235	12,593	124,082	47,691	171,773	11,508	873,100
1969	511,768	42,456	13,867	12,158	86,429	18,877	13,958	138,814	49,439	188,253	12,534	900,300
1970	521,135	43,668	11,518	24,770	88,416	19,503	12,447	148,796	46,123	194,919	10,874	927,250
1971	522,475	50,731	14,088	35,329	86,251	20,959	17,427	166,981	46,925	213,906	10,154	971,320
1972	543,337	60,388	13,405	68,334	97,001	22,125	20,187	189,055	50,186	239,241	10,852	1,074,870
1973	536,856	67,306	14,902	77,950	102,828	26,786	19,598	221,420	55,541	276,961	11,876	1,135,063
1974	493,223	64,036	13,805	84,661	102,949	24,757	17,748	221,033	48,743	269,776	10,131	1,081,086
1975 <sup>P</sup>	487,120	63,993	13,633	65,203	93,191	26,138	18,004	217,206	48,977	266,183	10,096	1,043,561

p = preliminary

<sup>1</sup> Data not available

<sup>2</sup> Included Alaska and Hawaii

<sup>3</sup> Includes gas turbine plants in 1968 and subsequent years

Source: U.S. Bureau of Mines, *Mineral Industry Surveys, Fuel Oil Sales, Annual*; American Petroleum Institute, *Basic Petroleum Data Book, Section VII, Table II.*

Table 31. Average Price of Railroad Fuel,\*  
Class I Railroads, 1965 – 1975

Year	Diesel Oil (¢/gallon)	Fuel Oil (¢/gallon)	Coal (\$/net ton)
1965	9.10	4.97	5.47
1966	9.19	5.18	6.12
1967	9.61	5.07	7.42
1968	9.94	5.14	6.71
1969	10.17	5.38	6.68
1970	10.73	—	6.00
1971	10.88	—	10.68
1972	10.97	—	10.69
1973	13.49	—	12.40
1974	26.59	—	12.93
1975	30.00	—	16.90

\* Average costs exclude nonlocomotive fuel use.

Source: A.A.R., *Statistics of Railroads of Class I*, January 1977, p. 15.

Table 32. Price Trend of Gasoline vs. Other Consumer Goods and Services  
(at 5-Year Intervals 1950 -- 1965 and Annually 1965 -- 1976)

Year	Retail Price of Regular Grade Gasoline (Cents Per Gallon)			Price Indexes of Regular and Premium Gasoline and Some Other Consumer Items (Index: 1967 = 100)						
	Service Station Price Excl. Taxes	State and Federal Taxes	Service Station Price Incl. Taxes	All Items	Food	Rent	Apparel and Upkeep	Regular and Premium Gasoline	Reading and Recreation	
1950	20.08	6.68	26.76	72.1	74.5	70.4	79.0	71.8	74.4	
1955	21.42	7.65	29.07	80.2	81.6	84.3	84.1	83.6	76.7	
1960	20.99	10.14	31.13	88.7	88.0	91.7	89.6	92.5	87.3	
1965	20.70	10.45	31.15	94.5	94.4	96.9	93.7	94.9	95.9	
1966	21.57	10.51	32.08	97.2	99.1	98.2	96.1	97.0	97.5	
1967	22.55	10.61	33.16	100.0	100.0	100.0	100.0	100.0	100.0	
1968	22.93	10.78	33.71	104.2	103.6	102.4	105.4	101.4	104.7	
1969	23.85	10.99	34.84	109.8	108.9	105.7	111.5	104.7	108.7	
1970	24.55	11.14	35.69	116.3	114.9	110.1	116.1	105.6	113.4	
1971	25.20	11.23	36.43	121.3	118.4	115.2	119.8	106.3	119.3	
1972	24.46	11.67	36.13	125.3	123.5	119.2	122.3	107.6	122.8	
1973	26.88	11.94	38.82	133.1	141.4	124.3	126.8	118.1	125.9	
1974	40.41	12.00	52.41	147.7	161.7	130.6	136.2	159.9	133.8	
1975	45.44	11.77	57.22	161.2	175.4	137.3	142.3	170.8	144.4	
1976 <sup>p</sup>	47.44	12.03	59.47	170.5	180.8	144.7	147.6	177.9	151.2	

p = preliminary

Sources: American Petroleum Institute, *Basic Petroleum Data Book*, Section VI, Tables 4 and 4a;  
U.S. Department of Labor, Bureau of Labor Statistics, *Handbook of Labor Statistics*, 1976, p. 253, Table 120 and  
*Monthly Labor Review*, September 1977, Vol. 100, No. 9, p. 81, Table 23.

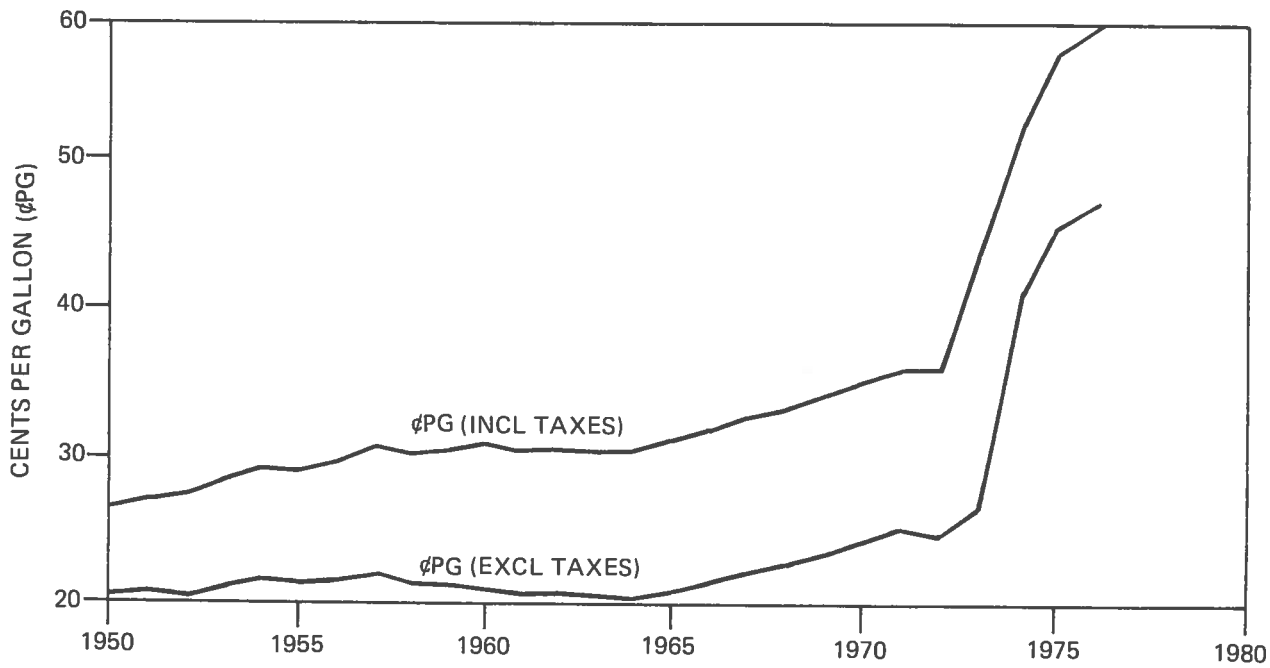
Table 33. Average Fuel Efficiency of U.S. Passenger Cars, 1965-1977

Year	Average Passenger Car Fuel Efficiency <sup>1</sup> (calendar year basis) (mpg)	New Car Fuel Efficiency <sup>2</sup> (model year basis) (mpg)*
1950	14.95	—
1955	14.53	—
1960	14.28	—
1965	14.07	n/a
1966	14.00	n/a
1967	13.93	n/a
1968	13.79	15.4
1969	13.63	15.4
1970	13.57	15.5
1971	13.57	15.1
1972	13.49	15.0
1973	13.10	14.5
1974	13.43	14.4
1975	13.53	15.6
1976	n/a	17.7
1977	n/a	18.6

\*55% city, 45% highway miles sales weighted average.  
n/a = not available.

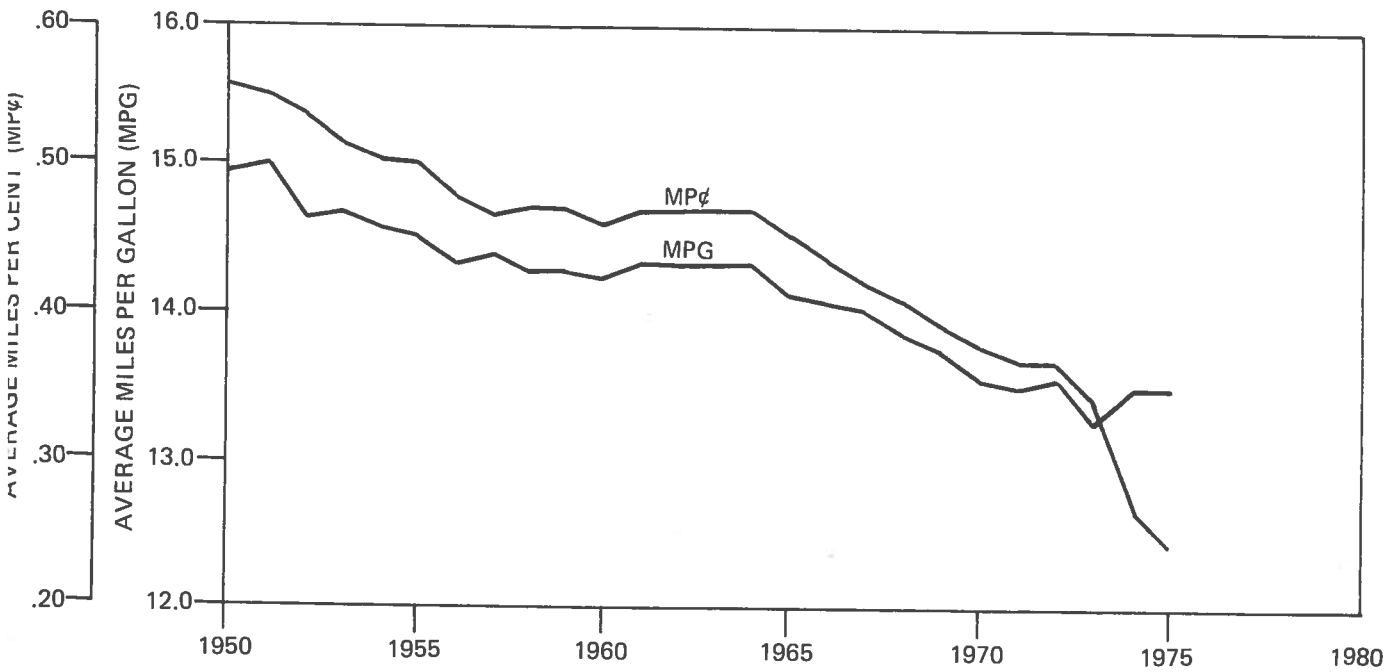
Sources: <sup>1</sup>U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics*, 1975, Table VM-1.

<sup>2</sup>Personal Communication, U.S. Department of Transportation, NHTSA.



Source: American Petroleum Institute, *Basic Petroleum Data Book*, Section VI, Table 4, 4a.

Figure 26. Price Trend of Regular Grade Gasoline Prices, 1950-1976



Sources: Federal Highway Administration, *Highway Statistics*, 1975, Table VM-1, and same table in earlier editions; Federal Highway Administration, *Highway Statistics Summary to 1965*, March 1967, Table VM-201A; U.S. Department of Transportation, Transportation Systems Center computation of Average Miles per Cent.

Figure 27. Average Fuel Efficiency of U.S. Passenger Cars, 1950-1975  
(Average Miles per Gallon and Average Miles per Cent Cost of Gasoline)

Table 34. Estimated Cost of Operating a *Standard Size 1967 Model Automobile, Including Fuel*<sup>1</sup>  
(Total costs in dollars, costs per mile in cents)

Item	First Year (14,500 miles)		Second Year (13,000 miles)		Totals and Averages for Ten Years (100,000 miles)	
	Total Cost	Cost Per Mile	Total Cost	Cost Per Mile	Total Cost	Cost Per Mile
<b>Costs Excluding Taxes:</b>						
Depreciation	842.00	5.81	589.00	4.53	2,806.00	2.81
Repairs and Maintenance	58.10	0.40	120.50	0.93	1,788.31	1.79
Replacement Tires	—	—	—	—	232.10	0.23
Accessories	24.51	0.17	17.14	0.13	81.67	0.08
Gasoline	216.99	1.50	194.55	1.50	1,496.50	1.50
Oil	32.99	0.23	29.48	0.23	227.21	0.23
Insurance	181.00	1.25	170.00	1.31	1,415.00	1.41
Garaging, Parking, Tolls, etc.	207.73	1.43	198.65	1.53	1,805.00	1.80
<b>Total</b>	<b>1,563.32</b>	<b>10.79</b>	<b>1,319.32</b>	<b>10.16</b>	<b>9,851.79</b>	<b>9.85</b>
<b>Taxes and Fees:</b>						
State:						
Gasoline	65.91	0.45	59.09	0.45	454.55	0.45
Registration	10.00	0.07	10.00	0.08	100.00	0.10
Titling	85.68	0.59	—	—	85.68	0.09
<b>Subtotal</b>	<b>161.59</b>	<b>1.11</b>	<b>69.09</b>	<b>0.53</b>	<b>640.23</b>	<b>0.64</b>
Federal:						
Gasoline	40.56	0.28	36.36	0.28	279.72	0.28
Oil <sup>2</sup>	0.85	—	0.76	—	5.83	0.01
Taxes	50.49	0.34	35.32	0.27	196.88	0.19
<b>Subtotal</b>	<b>91.90</b>	<b>0.62</b>	<b>72.44</b>	<b>0.55</b>	<b>482.43</b>	<b>0.48</b>
<b>Total Taxes</b>	<b>258.49</b>	<b>1.77</b>	<b>146.53</b>	<b>1.12</b>	<b>1,172.66</b>	<b>1.17</b>
<b>Total of All Costs</b>	<b>1,821.81</b>	<b>12.56</b>	<b>1,465.85</b>	<b>11.28</b>	<b>11,024.45</b>	<b>11.02</b>
<b>Total Gasoline and Oil Costs, Including Taxes</b>	<b>357.30</b>	<b>2.16</b>	<b>320.24</b>	<b>2.46</b>	<b>2,463.81</b>	<b>2.47</b>
Gasoline as Percent of all Costs	20%	20%	22%	22%	22%	22%

<sup>1</sup> This estimate covers the total costs of a fully equipped, medium priced, standard size, 4-door sedan, purchased for \$2,806, operated 100,000 miles over a 10-year period, then scrapped. Baltimore city prices, considered to be in the middle range, were used.

<sup>2</sup> Where costs per mile were computed to be less than 1/20 cent, a dash (—) appears in the column.

Note: 1967 was the last year that autos did not have antipollution equipment.

See Appendix A for basis of estimates.

Source: U.S. Department of Transportation, Federal Highway Administration, *Cost of Operating an Automobile*, Jan. 1968.

**Table 35. Estimated Cost of Operating a Standard Size 1972 Model Automobile, Including Fuel<sup>1</sup>**  
 (Total costs in dollars, costs per mile in cents)

Item	First Year (14,500 miles)		Second Year (13,000 miles)		Totals and Averages for Ten Years (100,000 miles)	
	Total Cost	Cost Per Mile	Total Cost	Cost Per Mile	Total Cost	Cost Per Mile
<b>Costs Excluding Taxes:</b>						
Depreciation	1,226.00	8.46	900.00	6.92	4,379.00	4.38
Repairs and Maintenance	81.84	.56	115.37	.89	2,146.91	2.14
Replacement Tires	17.90	.12	16.05	.12	399.85	.40
Accessories	3.21	.02	3.08	.02	52.18	.05
Gasoline	286.75	1.98	257.16	1.98	1,977.96	1.98
Oil	11.25	.08	11.25	.09	118.50	.12
Insurance <sup>2</sup>	164.00	1.13	156.00	1.20	1,350.00	1.35
Garaging, Parking, Tolls, etc.	208.36	1.44	199.22	1.53	1,809.40	1.81
<b>Total</b>	<b>1,999.31</b>	<b>13.79</b>	<b>1,658.13</b>	<b>12.75</b>	<b>12,233.80</b>	<b>12.23</b>
<b>Taxes and Fees:</b>						
<b>State:</b>						
Gasoline	74.62	.51	66.92	.52	514.71	.51
Registration	30.00	.21	30.00	.23	300.00	.30
Titling	177.15	1.22	--	--	177.15	.18
<b>Subtotal</b>	<b>281.77</b>	<b>1.94</b>	<b>96.92</b>	<b>.75</b>	<b>991.86</b>	<b>.99</b>
<b>Federal:</b>						
Gasoline	42.64	.30	38.24	.30	294.12	.30
Oil <sup>3</sup>	.22	--	.22	--	2.37	--
Tires	1.38	.01	1.24	.01	30.80	.03
<b>Subtotal</b>	<b>44.24</b>	<b>.31</b>	<b>39.70</b>	<b>.31</b>	<b>327.29</b>	<b>.33</b>
<b>Total Taxes</b>	<b>326.01</b>	<b>2.25</b>	<b>136.62</b>	<b>1.06</b>	<b>1,319.15</b>	<b>1.32</b>
<b>Total of All Costs</b>	<b>2,325.32</b>	<b>16.04</b>	<b>1,794.75</b>	<b>13.81</b>	<b>13,552.95</b>	<b>13.55</b>
<b>Total Gasoline and Oil Costs, Including Taxes</b>	<b>415.48</b>	<b>2.87</b>	<b>373.79</b>	<b>2.89</b>	<b>2,907.66</b>	<b>2.94</b>
<b>Gasoline and Oil Costs as Percent of all Costs</b>	<b>18%</b>	<b>18%</b>	<b>21%</b>	<b>21%</b>	<b>22%</b>	<b>22%</b>

<sup>1</sup> This estimate covers the total costs of a fully equipped, medium priced, standard size, 4-door sedan, purchased for \$4,379, operated 100,000 miles over a 10-year period, then scrapped. Baltimore area prices, considered to be in the middle range, were used.

<sup>2</sup> Previous editions of this study used insurance rates designated for Baltimore city. The rates shown above are for the Baltimore suburbs, and consequently are less than the rates presented in the previous study. If the Baltimore city rates had been used in this study, the insurance costs would have been higher. (For example, the first year would have been \$232).

<sup>3</sup> Where costs per mile were computed to be less than 1/20 cent, a dash (-) appears in the column.

See Appendix A for basis of estimates.

Source: U.S. Department of Transportation, Federal Highway Administration, *Cost of Operating an Automobile*, April 1972.



**Table 36. Estimated Cost of Operating a Compact Size 1972 Model Automobile, Including Fuel<sup>1</sup>**  
(Total costs in dollars, costs per mile in cents)

Item	First Year (14,500 miles)		Second Year (13,000 miles)		Totals and Averages for Ten Years (100,000 miles)	
	Total Cost	Cost Per Mile	Total Cost	Cost Per Mile	Total Cost	Cost Per Mile
<b>Costs Excluding Taxes:</b>						
Depreciation	674.00	4.65	519.00	3.99	2,696.00	2.70
Repairs and Maintenance	79.41	.55	107.14	.83	1,784.50	1.79
Replacement Tires	15.30	.11	13.71	.11	341.77	.34
Accessories	3.21	.02	3.08	.02	52.18	.05
Gasoline	244.25	1.68	218.97	1.69	1,684.48	1.68
Oil	10.50	.07	10.50	.08	113.25	.11
Insurance	155.00	1.07	147.00	1.13	1,299.00	1.30
Garaging, Parking, Tolls, etc.	208.36	1.44	199.22	1.53	1,809.40	1.81
<b>Total</b>	<b>1,390.03</b>	<b>9.59</b>	<b>1,218.62</b>	<b>9.38</b>	<b>9,780.58</b>	<b>9.78</b>
<b>Taxes and Fees:</b>						
<b>State:</b>						
Gasoline	63.56	.44	56.98	.44	438.34	.44
Registration	20.00	.14	20.00	.15	200.00	.20
Titling	109.86	.75	—	—	109.86	.11
<b>Subtotal</b>	<b>193.42</b>	<b>1.33</b>	<b>76.98</b>	<b>.59</b>	<b>748.20</b>	<b>.75</b>
<b>Federal:</b>						
Gasoline	36.32	.25	32.56	.25	250.48	.25
Oil <sup>2</sup>	.21	—	.21	—	2.27	—
Tires	1.17	.01	1.05	.01	26.07	.03
<b>Subtotal</b>	<b>37.70</b>	<b>.26</b>	<b>33.82</b>	<b>.26</b>	<b>276.82</b>	<b>.28</b>
<b>Total Taxes</b>	<b>231.12</b>	<b>1.59</b>	<b>110.80</b>	<b>.85</b>	<b>1,027.02</b>	<b>1.03</b>
<b>Total of All Costs</b>	<b>1,621.15</b>	<b>11.18</b>	<b>1,329.42</b>	<b>10.23</b>	<b>10,807.60</b>	<b>10.81</b>
<b>Total Gasoline and Oil Costs Including Taxes</b>	<b>354.84</b>	<b>2.40</b>	<b>319.22</b>	<b>2.46</b>	<b>2,488.82</b>	<b>2.48</b>
<b>Gasoline and Oil Costs as Percent of All Costs</b>	<b>22%</b>	<b>22%</b>	<b>24%</b>	<b>24%</b>	<b>23%</b>	<b>23%</b>

<sup>1</sup> This estimate covers the total costs of a medium priced, compact size, 2-door sedan, purchased for \$2,696, operated 100,000 miles over a 10-year period, then scrapped. Baltimore area prices, considered to be in the middle range, were used.

<sup>2</sup> Where costs per mile were computed to be less than 1/20 cent, a dash (—) appears in the column.

See Appendix A for basis of estimates.

Source: U.S. Department of Transportation, Federal Highway Administration, *Cost of Operating an Automobile*, April 1972.

Table 37. Estimated Cost of Operating a *Subcompact* Size 1972 Model Automobile, Including Fuel<sup>1</sup>  
(Total costs in dollars, costs per mile in cents)

Item	First Year (14,500 miles)		Second Year (13,000 miles)		Totals and Averages for Ten Years (100,000 miles)	
	Total Cost	Cost Per Mile	Total Cost	Cost Per Mile	Total Cost	Cost Per Mile
<b>Costs Excluding Taxes:</b>						
Depreciation	310.00	2.14	285.00	2.19	2,064.00	2.07
Repairs and Maintenance	76.15	0.53	114.59	0.88	1,775.71	1.78
Replacement Tires	13.98	0.10	12.53	0.10	312.29	0.31
Accessories	3.21	0.02	3.08	0.02	52.18	0.05
Gasoline	181.84	1.25	163.02	1.25	1,255.15	1.25
Oil	10.50	0.07	9.75	0.08	103.50	0.10
Insurance	145.00	1.00	140.00	1.08	1,251.00	1.25
Garaging, Parking, Tolls, etc.	208.36	1.44	199.22	1.53	1,809.40	1.81
Total	949.04	6.55	927.19	7.13	8,623.23	8.62
<b>Taxes and Fees:</b>						
State:						
Gasoline	47.32	0.33	42.42	0.33	326.62	0.33
Registration	20.00	0.14	20.00	0.15	200.00	0.20
Titling	84.57	0.58	—	—	84.57	0.08
Subtotal	151.89	1.05	62.42	0.48	611.19	0.61
Federal:						
Gasoline	27.04	0.18	24.24	0.19	186.64	0.19
Oil <sup>2</sup>	0.21	—	0.19	—	2.07	—
Tires	0.94	0.01	0.84	0.01	20.90	0.02
Subtotal	28.19	0.19	25.27	0.20	209.61	0.21
Total Taxes	180.08	1.24	87.69	0.68	820.80	0.82
Total of All Costs	1,129.12	7.79	1,014.88	7.81	9,444.03	9.44
Total Gasoline and Oil Costs, Including Taxes	266.91	1.83	239.62	1.85	1,873.98	1.87
Gasoline and Oil Costs as Percent of All Costs	24%	24%	24%	24%	20%	20%

<sup>1</sup> This estimate covers the total costs of a low priced, subcompact size, 2-door sedan, purchased for \$2,064, operated 100,000 miles over a 10-year period, then scrapped. Baltimore area prices, considered to be in the middle range, were used. Since cost data for American made subcompacts do not exist past the second year, only the first, second, and estimated ten-year totals are shown.

<sup>2</sup> Where costs per mile were computed to be less than 1/20 cent, a dash (—) appears in the column.  
See Appendix A for basis of estimates.

Source: U.S. Department of Transportation, Federal Highway Administration, *Cost of Operating an Automobile*, April 1972.

**Table 38. Estimated Cost of Operating a Standard Size 1974 Model Automobile, Including Fuel<sup>1</sup>**  
(Total costs in dollars, costs per mile in cents)

Item	First Year (14,500 miles)		Second Year (13,000 miles)		Totals and Averages for Ten Years (100,000 miles)	
	Total Cost	Cost Per Mile	Total Cost	Cost Per Mile	Total Cost	Cost Per Mile
Costs Excluding Taxes:						
Depreciation	1,046.00	7.21	647.00	4.98	4,201.00	4.20
Repairs and Maintenance	122.96	0.85	158.01	1.21	2,933.94	2.94
Replacement Tires	18.63	0.13	16.71	0.13	385.99	0.38
Accessories	3.53	0.02	3.39	0.03	57.40	0.06
Gasoline	438.70	3.03	393.35	3.02	3,025.96	3.03
Oil	20.00	0.14	19.00	0.15	195.00	0.19
Insurance <sup>2</sup>	205.00	1.41	192.00	1.48	1,618.00	1.62
Garaging, Parking, Tolls, etc.	224.80	1.55	215.20	1.65	1,960.00	1.96
Total	2,079.62	14.34	1,644.66	12.65	14,383.29	14.38
Taxes and Fees:						
State:						
Gasoline	100.98	0.70	90.54	0.70	696.51	0.70
Registration	30.00	0.21	30.00	0.23	300.00	0.30
Tilting	170.04	1.17	—	—	170.04	0.17
Subtotal	301.02	2.08	120.54	0.93	1,166.55	1.17
Federal:						
Gasoline	44.88	0.31	40.24	0.31	309.56	0.31
Oil <sup>3</sup>	0.30	—	0.29	—	2.93	—
Tires	1.45	0.01	1.30	0.01	30.03	0.03
Subtotal	46.63	0.32	41.83	0.32	342.52	0.34
Total Taxes	347.65	2.40	162.37	1.25	1,509.07	1.51
Total of All Costs	2,427.27	16.74	1,807.03	13.90	15,892.36	15.89
Total Gasoline and Oil Costs, Including Taxes	604.86	4.18	560.16	4.18	4,229.96	4.23
Gasoline and Oil Costs as Percent of All Costs	25%	25%	30%	30%	27%	27%

<sup>1</sup> This estimate covers the total costs of a fully equipped, medium priced, standard size, 4-door sedan, less the average dealer discount allowed on that car, purchased for \$4,251, operated 100,000 miles over a 10-year period, then scrapped. Baltimore area prices, considered to be in the middle range, were used.

<sup>2</sup> Previous editions of this study used insurance rates designated for Baltimore city. The rates shown above are for the Baltimore suburbs, and consequently are less than the rates presented in the previous study. If the Baltimore city rates had been used in this study, the insurance costs would have been higher. (For example, the first year would have been \$232).

<sup>3</sup> Where costs per mile were computed to be less than 1/20 cent, a dash (—) appears in the column. See Appendix A for basis of estimates.

Source: U.S. Department of Transportation, Federal Highway Administration, *Cost of Operating an Automobile*, April 1974

**Table 39. Estimated Cost of Operating a Compact Size 1974 Model Automobile, Including Fuel<sup>1</sup>**  
**(Total costs in dollars, costs per mile in cents)**

Item	First Year (14,500 miles)		Second Year (13,000 miles)		Totals and Averages for Ten Years (100,000 miles)	
	Total Cost	Cost Per Mile	Total Cost	Cost Per Mile	Total Cost	Cost Per Mile
<b>Costs Excluding Taxes:</b>						
Depreciation	400.00	2.76	372.00	2.86	2,860.00	2.86
Repairs and Maintenance	108.48	0.75	186.38	1.43	2,365.53	2.36
Replacement Tires	15.42	0.10	13.83	0.11	330.77	0.33
Accessories	3.53	0.02	3.39	0.03	57.40	0.06
Gasoline	355.03	2.45	318.27	2.45	2,448.45	2.45
Oil	17.00	0.12	16.00	0.12	167.00	0.17
Insurance	190.00	1.31	180.00	1.38	1,532.00	1.53
Garaging, Parking, Tolls, etc.	224.80	1.55	215.20	1.66	1,960.00	1.96
Total	1,314.26	9.06	1,305.07	10.04	11,721.15	11.72
<b>Taxes and Fees:</b>						
State:						
Gasoline	81.72	0.57	73.26	0.57	563.58	0.56
Registration	20.00	0.14	20.00	0.15	200.00	0.20
Titling	116.40	0.80	—	—	116.40	0.12
Subtotal	218.12	1.51	93.26	0.72	879.98	0.88
Federal:						
Gasoline	36.32	0.25	32.56	0.25	250.48	0.25
Oil <sup>2</sup>	0.26	—	0.24	—	2.51	—
Tires	1.18	0.01	1.06	0.01	25.41	0.03
Subtotal	37.76	0.26	33.86	0.26	278.40	0.28
Total Taxes	255.88	1.77	127.12	0.98	1,158.38	1.16
Total of All Costs	1,570.14	10.83	1,432.19	11.02	12,879.53	12.88
Total Gasoline and Oil Costs Including Taxes	490.33	3.39	440.33	3.39	3,432.02	3.43
Gasoline and Oil Costs as Percent of All Costs	31%	31%	31%	31%	27%	27%

<sup>1</sup> This estimate covers the total costs of a medium priced, compact size, 2-door sedan, less the average dealer discount allowed on that car, purchased for \$2,910, operated 100,000 miles over a 10-year period, then scrapped. Baltimore area prices, considered to be in the middle range, were used.

<sup>2</sup> Where costs per mile were computed to be less than 1/20 cent, a dash (—) appears in the column.

See Appendix A for basis of estimates.

Source: U.S. Department of Transportation, Federal Highway Administration, *Cost of Operating an Automobile*, April 1974.

**Table 40. Estimated Cost of Operating a Subcompact Size 1974 Model Automobile, Including Fuel<sup>1</sup>**  
(Total costs in dollars, costs per mile in cents)

Item	First Year (14,500 miles)		Second Year (13,000 miles)		Totals and Averages for Ten Years (100,000 miles)	
	Total Cost	Cost Per Mile	Total Cost	Cost Per Mile	Total Cost	Cost Per Mile
<b>Costs Excluding Taxes:</b>						
Depreciation	283.00	1.95	265.00	2.04	2,360.00	2.36
Repairs and Maintenance	97.69	0.67	150.55	1.16	2,119.61	2.12
Replacement Tires	13.64	0.09	12.23	0.09	302.72	0.30
Accessories	3.53	0.03	3.39	0.03	57.40	0.06
Gasoline	264.32	1.82	236.95	1.82	1,824.41	1.82
Oil	14.00	0.10	13.00	0.10	138.00	0.14
Insurance	177.00	1.22	169.00	1.30	1,466.00	1.47
Garaging, Parking, Tolls, etc.	224.80	1.55	215.20	1.65	1,960.00	1.96
Total	<u>1,077.98</u>	<u>7.43</u>	<u>1,065.32</u>	<u>8.19</u>	<u>10,228.14</u>	<u>10.23</u>
<b>Taxes and Fees:</b>						
State:						
Gasoline	60.84	0.42	54.54	0.42	419.14	0.42
Registration	20.00	0.14	20.00	0.15	200.00	0.20
Titling	96.40	0.66	—	—	96.40	0.09
Subtotal	<u>177.24</u>	<u>1.22</u>	<u>74.54</u>	<u>0.57</u>	<u>716.34</u>	<u>0.71</u>
Federal:						
Gasoline	27.04	0.19	24.24	0.19	186.64	0.19
Oil <sup>2</sup>	0.21	—	0.20	—	2.07	—
Tires	0.90	0.01	0.80	0.01	19.91	0.02
Subtotal	<u>28.15</u>	<u>0.20</u>	<u>25.24</u>	<u>0.20</u>	<u>208.62</u>	<u>0.21</u>
Total Taxes	205.39	1.42	99.78	0.77	924.96	0.92
Total of All Costs	1,283.37	8.85	1,165.10	8.96	11,153.10	11.15
Total Gasoline and Oil Costs, Including Taxes	366.41	2.53	328.93	2.53	2,570.26	2.57
Gasoline and Oil Costs as Percent of All Costs	29%	29%	28%	28%	23%	23%

<sup>1</sup>This estimate covers the total costs of a low priced, subcompact size, 2-door sedan, less the average dealer discount allowed on that car, purchased for \$2,410, operated 100,000 miles over a 10-year period, then scrapped. Baltimore area prices, considered to be in the middle range, were used. Since cost data for American made subcompacts do not exist past the second year, only the first, second, and estimated ten-year totals are shown.

<sup>2</sup>Where costs per mile were computed to be less than 1/20 cent, a dash (—) appears in the column.  
See Appendix A for basis of estimates.

Source: U.S. Department of Transportation, Federal Highway Administration, *Cost of Operating an Automobile*, April 1974.

Table 41. Estimated Cost of Operating a *Standard Size 1976 Model Automobile, Including Fuel*<sup>1</sup>  
(Total costs in dollars, costs per mile in cents)

Item	First Year (14,500 miles)		Second Year (13,000 miles)		Totals and Averages for Ten Years (100,000 miles)	
	Total Cost	Cost Per Mile	Total Cost	Cost Per Mile	Total Cost	Cost Per Mile
Costs Excluding Taxes:						
Depreciation	1,215.00	8.38	748.00	5.75	4,864.00	4.86
Repairs and Maintenance	157.05	1.08	199.95	1.54	3,664.13	3.67
Replacement Tires	30.94	0.22	27.74	0.21	448.00	0.45
Accessories	8.38	0.06	7.79	0.06	91.50	0.09
Gasoline	463.03	3.19	415.13	3.19	3,193.32	3.19
Oil	14.84	0.10	13.78	0.11	169.60	0.17
Insurance	214.00	1.48	200.00	1.54	1,678.00	1.68
Garaging, Parking, Tolls, etc.	250.98	1.73	240.94	1.86	2,208.80	2.21
Total	2,354.22	16.24	1,853.33	14.26	16,317.35	16.32
Taxes and Fees:						
State:						
Gasoline	87.00	0.60	78.00	0.60	600.00	0.60
Registration	30.00	0.20	30.00	0.23	300.00	0.30
Titling	195.76	1.35	—	—	195.76	0.20
Sales	8.45	0.06	9.97	0.07	174.93	0.17
Subtotal	321.21	2.21	117.97	0.90	1,270.69	1.27
Federal:						
Gasoline	38.67	0.27	34.67	0.27	266.68	0.27
Oil <sup>2</sup>	0.21	—	0.20	—	2.40	—
Tires	1.51	0.01	1.35	0.01	21.84	0.02
Subtotal	40.39	0.28	36.22	0.28	290.92	0.29
Total Taxes	361.60	2.49	154.19	1.18	1,561.61	1.56
Total of All Costs	2,715.82	18.73	2,007.52	15.44	17,878.96	17.88
Total Gasoline and Oil Costs, Including Taxes	603.75	4.16	541.98	4.16	4,232.00	4.23
Gasoline and Oil Costs as Percent of All Costs	22%	22%	27%	27%	24%	24%

<sup>1</sup> This estimate covers the total costs of a fully equipped, medium priced, standard size, 4-door sedan, purchased for \$4,899, operated 100,000 miles over a 10-year period, then scrapped for \$35. Baltimore area prices, considered to be in the middle range, were used.

<sup>2</sup> Where costs per miles are less than 1/20 cent, a dash (—) appears in the column.

See Appendix A for basis of estimates.

Source: U.S. Department of Transportation, Federal Highway Administration, *Cost of Operating an Automobile, 1976*.

Table 42. Estimated Cost of Operating a Compact Size 1976 Model Automobile, Including Fuel<sup>1</sup>  
(Total costs in dollars, costs per mile in cents)

Item	First Year (14,500 miles)		Second Year (13,000 miles)		Totals and Averages for Ten Years (100,000 miles)	
	Total Cost	Cost Per Mile	Total Cost	Cost Per Mile	Total Cost	Cost Per Mile
Costs Excluding Taxes:						
Depreciation	536.00	3.70	498.00	3.83	3,830.00	3.83
Repairs and Maintenance	139.33	0.96	234.68	1.81	2,961.00	2.96
Replacement Tires	20.23	0.14	18.14	0.14	387.20	0.39
Accessories	7.59	0.05	7.07	0.05	86.00	0.09
Gasoline	330.74	2.28	296.52	2.28	2,280.94	2.28
Oil	14.84	0.10	13.78	0.10	169.60	0.17
Insurance	199.00	1.38	187.00	1.44	1,594.00	1.59
Garaging, Parking, Tolls, etc.	240.98	1.66	230.94	1.78	2,108.80	2.11
Total	1,488.71	10.27	1,486.13	11.43	13,417.54	13.42
Taxes and Fees						
State:						
Gasoline	62.10	0.43	55.71	0.43	428.40	0.43
Registration	20.00	0.14	20.00	0.15	200.00	0.20
Titling	154.60	1.06	—	—	154.60	0.16
Sales	7.28	0.05	10.95	0.09	144.15	0.14
Subtotal	243.98	1.68	86.66	0.67	927.15	0.93
Federal:						
Gasoline	27.60	0.19	24.76	0.19	190.40	0.19
Oil <sup>2</sup>	0.21	—	0.20	—	2.40	—
Tires	1.25	0.01	1.12	0.01	23.97	0.02
Subtotal	29.06	0.20	26.08	0.20	216.77	0.21
Total Taxes	273.04	1.88	112.74	0.87	1,143.92	1.14
Total of All Costs	1,761.75	12.15	1,598.87	12.30	14,561.46	14.56
Total Gasoline and Oil Costs, Including Taxes	435.49	3.00	390.97	3.01	3,071.74	3.07
Gasoline and Oil Costs as Percent of All Costs	25%	25%	24%	24%	21%	21%

<sup>1</sup>This estimate covers the total costs of a medium priced, compact size, 2-door sedan, purchased for \$3,865, operated 100,000 miles over a 10-year period, then scrapped for \$35. Baltimore area prices, considered to be in the middle range, were used.

<sup>2</sup>Where costs per mile are less than 1/20 cent, a dash (—) appears in the column.

See Appendix A for basis of estimate.

Source: U.S. Department of Transportation, Federal Highway Administration, *Cost of Operating an Automobile, 1976*.

Table 43. Estimated Cost of Operating a *Subcompact* Size 1976 Model Automobile, Including Fuel<sup>1</sup>  
(Total costs in dollars, costs per mile in cents)

Item	First Year (14,500 miles)		Second Year (13,000 miles)		Totals and Averages for Ten Years (100,000 miles)	
	Total Cost	Cost Per Mile	Total Cost	Cost Per Mile	Total Cost	Cost Per Mile
<b>Costs Excluding Taxes:</b>						
Depreciation	383.00	2.64	351.00	2.70	3,189.00	3.19
Repairs and Maintenance	126.12	0.87	190.82	1.47	2,659.97	2.66
Replacement Tires	24.17	0.17	21.67	0.17	350.00	0.35
Accessories	8.02	0.06	7.46	0.06	89.00	0.09
Gasoline	239.50	1.65	214.72	1.65	1,651.72	1.65
Oil	13.25	0.09	12.19	0.09	154.23	0.15
Insurance	185.00	1.28	176.00	1.35	1,511.00	1.51
Garaging, Parking, Tolls, etc.	240.98	1.66	230.94	1.78	2,108.80	2.11
Total	1,220.04	8.42	1,204.80	9.27	11,713.72	11.71
<b>Taxes and Fees:</b>						
State:						
Gasoline	45.00	0.31	40.32	0.31	310.32	0.31
Registration	20.00	0.14	20.00	0.15	200.00	0.20
Titling	128.96	0.89	—	—	128.96	0.13
Sales	6.86	0.04	9.29	0.07	130.13	0.13
Subtotal	200.82	1.38	69.61	0.53	769.41	0.77
Federal:						
Gasoline	20.00	0.14	17.92	0.14	137.92	0.14
Oil <sup>2</sup>	0.19	—	0.17	—	2.18	—
Tires	1.04	0.01	0.94	0.01	15.12	0.02
Subtotal	21.23	0.15	19.03	0.15	155.22	0.16
Total Taxes	222.05	1.53	88.64	0.68	924.63	0.93
Total of All Costs	1,442.09	9.95	1,293.44	9.95	12,638.35	12.64
Total Gasoline and Oil Costs, Including Taxes	317.94	2.19	285.32	2.19	2,256.37	2.26
Gasoline and Oil Costs as Percent of All Costs	22%	22%	22%	22%	18%	18%

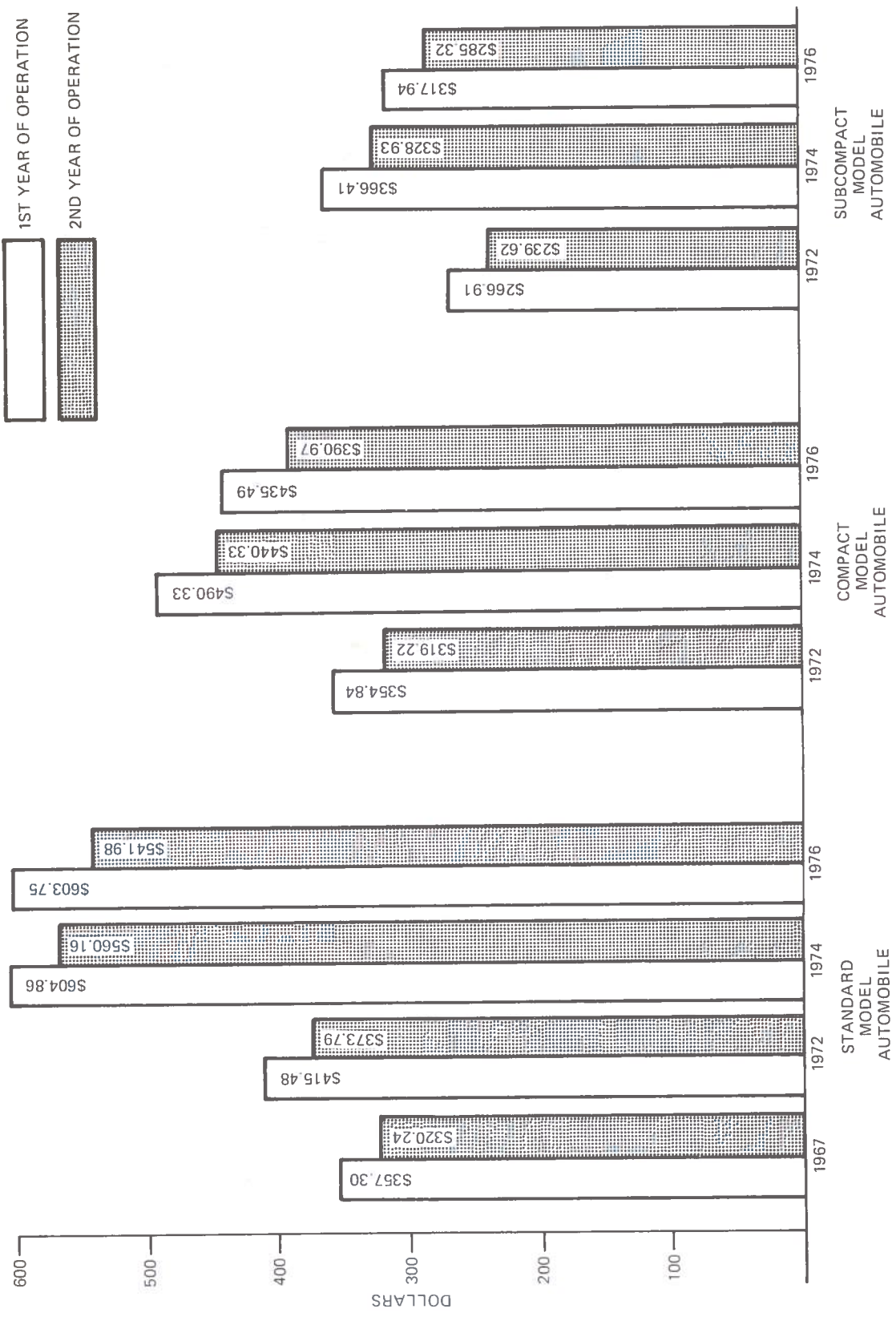
<sup>1</sup> This estimate covers the total costs of a subcompact size, 2-door sedan, purchased for \$3,224, operated 100,000 miles over a 10-year period, then scrapped for \$35. Baltimore area prices, considered to be in the middle range, were used.

<sup>2</sup> Where costs per miles are less than 1/20 cent, a dash (—) appears in the column.

See Appendix A for basis of estimates.

Source: U.S. Department of Transportation, Federal Highway Administration, *Cost of Operating an Automobile*, 1976.





NOTE: First year of operation based on 14,500 miles.  
 Second year of operation based on 13,000 miles.  
 See Appendix A for basis of these estimates.

Figure 28. Estimated Annual Automobile Gasoline and Oil Costs, Including Taxes, by Size and Year of Operation

## **Part 2. Energy Transport**

Table 44. Energy Transported by Class I Common and Contract Motor Carriers of Property, 1973

	Revenue Freight Originated		Revenue Freight Terminated		Total Freight Traffic (including duplications)		Gross Freight Revenue (dollars in thousands)
	Truckloads	Tons	Truckloads	Tons	Truckloads	Tons	
Coal							
Anthracite	5,035	272,420	4,808	267,653	5,423	277,949	1,242
Raw Anthracite	1,360	21,258	1,070	15,488	1,585	24,369	492
Cleaned or prepared anthra (crushed, screened, sized)	136	1,936	99	1,407	158	2,217	42
Bituminous coal and lignite	411	6,428	438	6,913	551	8,558	166
Bituminous coal	3,675	251,162	3,738	252,165	3,838	253,585	751
	2,011	185,411	2,062	186,318	2,147	187,537	417
Crude petroleum, natural gas, and natural gasoline							
Crude petroleum and natural gas	100,712	2,701,063	100,821	2,702,491	100,904	2,703,704	12,791
Natural gasoline	98,863	2,644,337	98,970	2,645,738	99,048	2,646,899	12,632
	1,849	56,726	1,851	56,753	1,856	56,805	160
Petroleum and coal products	5,606,628	139,525,646	5,610,212	139,570,850	5,628,889	139,868,661	573,226
Products of petroleum refining	5,435,609	135,972,905	5,438,156	135,982,253	5,452,904	136,219,690	539,010
Gasoline, jet other high vola petro fuels except natural gasoline	2,645,317	69,033,475	2,646,424	69,058,492	2,646,958	69,067,001	208,980
Kerosene	291,579	7,318,712	291,464	7,315,917	291,635	7,319,506	24,179
Distillate fuel oil	908,176	23,435,669	908,214	23,436,382	908,484	23,440,437	76,695
Lubricating and similar oils and derivatives	223,255	4,664,407	225,258	4,661,764	232,828	4,779,209	51,702
Lubricating greases	12,672	216,832	12,352	210,581	13,662	232,119	4,197
Asphalt, tar & pitches (petro, coke oven, coal tar)	426,981	9,784,409	426,076	9,767,763	428,320	9,806,387	59,546
Residual fuel oil & other low vola petro fuels	422,618	10,205,964	422,778	10,208,327	422,882	10,210,049	39,566
Products of petroleum refining, etc.	225,352	5,226,997	225,868	5,235,680	228,182	5,274,397	37,987
Liquefied petroleum gases and coal gases	279,659	6,086,440	279,722	6,087,347	279,953	6,090,585	36,159
Paving and roofing materials	110,306	2,333,411	111,855	2,379,891	113,128	2,398,458	22,281
Paving mixtures and blocks	24,128	626,161	24,166	626,833	24,597	633,104	4,414
Asphalt felt and coating	86,178	1,707,250	87,689	1,753,058	88,531	1,765,354	17,867
Miscellaneous petroleum and coal products	60,713	1,219,330	60,201	1,288,706	62,657	1,250,513	11,934
Coke and coal briquettes	5,227	95,413	4,850	84,385	5,480	99,599	627
Petroleum coke, except briquettes	10,302	221,277	10,458	224,212	10,491	224,689	1,156
Coke from coal, except briquettes	9,622	159,929	9,612	159,879	9,660	160,572	718
Energy commodities	5,712,375	142,499,129	5,715,841	142,540,994	5,735,216	142,850,314	587,259
All commodities	21,789,244	408,691,538	21,858,664	409,724,649	23,178,360	428,198,493	6,049,741
Energy commodities as a percent of all commodities	26%	35%	26%	35%	25%	33%	10%

Source: ICC, *Freight Commodity Statistics, Motor Carriers, 1973*, p. 3, 6 and 9.

Table 45. Energy Transported by Class I Common and Contract Motor Carriers of Property, 1974

	Revenue Freight Originated		Revenue Freight Terminated		Total Freight Traffic (including duplications)		Gross Freight Revenue (dollars in thousands)
	Truckloads	Tons	Truckloads	Tons	Truckloads	Tons	
Coal							
Anthracite	18,461	373,032	18,182	369,173	20,155	395,055	3,533
Raw Anthracite	7,635	113,654	7,360	109,944	9,247	134,562	2,117
Cleaned or prepared anthra (crushed, screened, sized)	74	1,058	48	709	91	1,296	27
Bituminous coal and lignite	1,339	28,534	1,326	28,433	1,394	29,311	230
Bituminous coal	10,826	259,378	10,822	259,229	10,908	260,493	1,416
Crude petroleum, natural gas, and natural gasoline	10,603	254,684	10,592	254,454	10,658	255,444	1,350
Crude petroleum, natural gas, and natural gasoline	112,381	3,012,991	112,419	3,013,858	112,482	3,014,497	12,088
Crude petroleum and natural gas	111,532	2,997,560	111,568	2,998,411	111,622	2,998,919	11,854
Natural gasoline	849	15,431	851	15,447	860	15,578	229
Petroleum and coal products	3,965,488	96,993,682	3,967,580	97,004,099	3,983,527	97,245,327	465,131
Products of petroleum refining	3,827,661	94,123,618	3,827,557	94,089,091	3,840,363	94,287,750	433,563
Gasoline, jet other high vola petro fuels except natural gasoline	1,893,921	48,500,145	1,893,891	48,499,980	1,894,288	48,505,375	164,061
Kerosene	159,775	4,073,893	159,776	4,074,214	159,875	4,075,569	15,454
Distillate fuel oil	596,355	14,864,824	596,223	14,862,299	596,404	14,865,555	55,591
Lubricating and similar oils and derivatives	206,817	4,457,212	208,367	4,455,619	215,090	4,557,972	54,467
Lubricating greases	10,727	185,407	10,234	175,769	11,378	194,608	3,978
Asphalt, tar & pitches (petro, coke oven, coal tar)	248,089	5,737,353	247,025	5,717,513	248,838	5,749,037	42,095
Residual fuel oil & other low vola petro fuels	355,448	8,483,400	355,501	8,484,186	355,616	8,485,858	38,185
Products of petroleum refining, nec	180,218	4,099,744	180,233	4,098,005	182,358	4,129,328	35,197
Liquefied petroleum gases and coal gases	176,311	3,721,638	176,307	3,721,509	176,576	3,724,448	24,536
Paving and roofing materials	56,908	1,223,248	58,128	1,240,022	59,175	1,254,812	15,376
Paving mixtures and blocks	13,514	381,561	13,454	380,096	13,756	384,382	3,883
Asphalt felt and coating	43,394	841,687	44,674	859,926	45,419	870,430	11,492
Miscellaneous petroleum and coal products	80,919	1,646,816	81,895	1,674,986	83,989	1,702,765	16,192
Coke and coal briquettes	932	13,923	1,071	16,406	1,242	18,995	467
Petroleum coke, except briquettes	12,606	270,425	13,854	299,149	13,882	299,566	1,648
Coke from coal, except briquettes	332	5,161	318	5,031	381	5,921	170
Energy commodities							
All commodities	17,012,210	307,736,804	17,113,587	308,767,202	18,205,992	323,475,181	5,841,303
Energy commodities as a percent of all commodities							

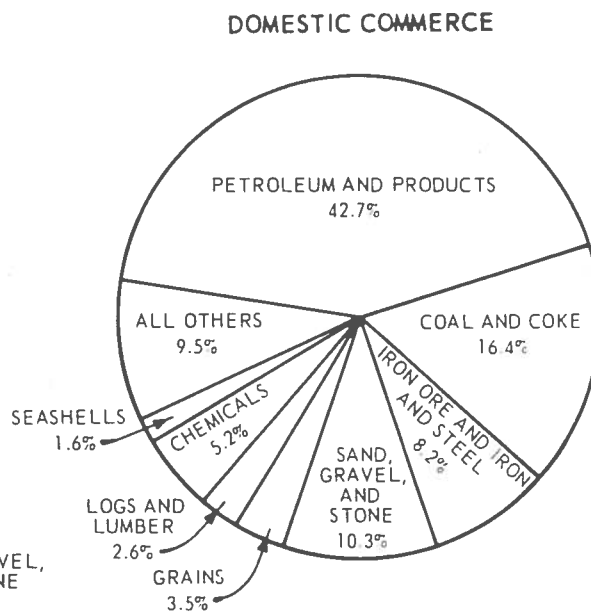
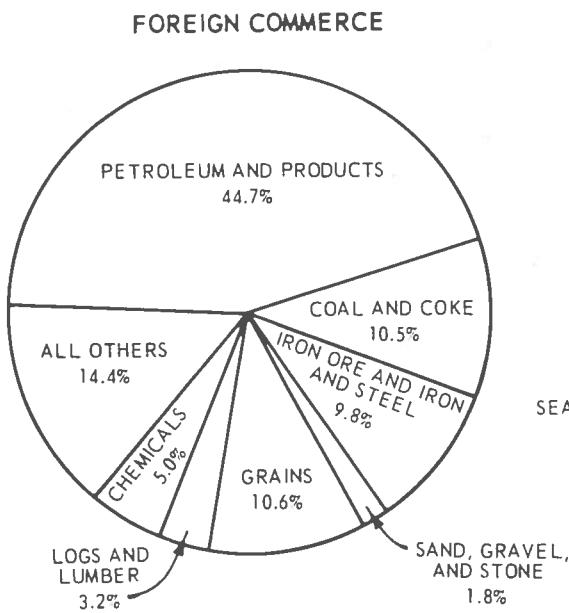
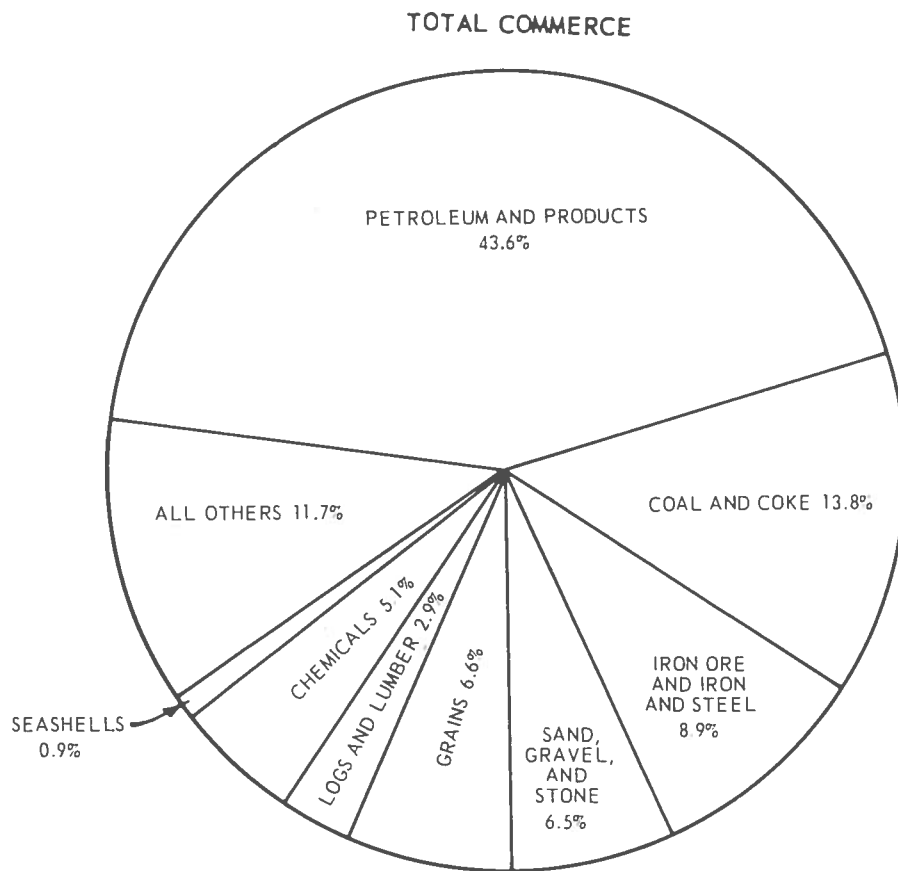
Source: ICC, Freight Commodity Statistics, Motor Carriers, 1974, p. 3, 6 and 9.

Table 46. Energy Transported by Foreign and Domestic Waterborne Commerce, by Type of Traffic and Commodity, Calendar Year 1975

Commodity	Total	Foreign		Domestic						Intra-territory
		Imports	Exports	Total	Coastwise	Lakewise	Internal	Local		
Total, all commodities <sup>1</sup>	1,695,034,366	476,572,516	272,134,891	946,326,959	231,932,437	129,331,161	503,932,258	78,279,224	2,851,879	
Coal and lignite	218,991,635	904,134	65,273,814	152,813,687	3,453,045	21,792,899	125,336,684	2,231,059	—	
Crude petroleum	333,799,585	255,912,508	18	77,887,059	24,038,636	—	47,580,622	4,267,801	—	
Gasoline, including natural gasoline	95,679,469	3,506,155	15,957	92,157,357	51,345,409	1,499,985	31,862,689	7,370,875	78,399	
Jet fuel	10,314,768	—	—	10,314,768	4,806,310	244,418	3,831,593	1,431,007	1,440	
Kerosene	8,746,282	4,648,249	39,753	4,058,280	2,448,095	21,164	1,005,940	567,002	16,079	
Distillate fuel oil	93,373,776	6,277,539	101,738	86,994,499	46,200,454	1,537,229	24,665,280	14,321,398	270,138	
Residual fuel oil	172,092,690	59,171,932	1,416,909	111,503,849	46,684,702	1,376,588	36,890,810	25,392,332	1,159,417	
Lubricating oils and greases	6,103,309	25,202	1,061,491	5,016,616	3,068,999	1,118	1,836,790	109,709	—	
Naphtha, mineral spirits, solvents, nec	4,224,086	—	—	4,224,086	2,115,968	3,500	1,398,203	171,558	534,857	
Asphalt, tar, and pitches	8,075,442	—	—	8,075,442	3,214,142	182,035	4,329,383	348,537	1,345	
Coke, petroleum coke	2,393,742	—	—	2,393,742	85,317	110,364	2,039,941	158,120	—	
Liquefied gases, coal gases, natural gas, and natural gas liquids	3,929,011	1,512,540	1,038,969	1,377,502	204,861	138	1,113,235	58,715	553	
Asphalt building materials	79,549	15,308	49,087	15,154	15,085	60	—	—	9	
Petroleum and coal prod., nec	2,572,025	160,447	71,203	2,340,375	459,466	1,489	485,329	1,394,091	—	

<sup>1</sup> Includes the energy commodities listed in the table plus all other commodities.

Source: Army Corps of Engineers, *Waterborne Commerce of the United States*, Part 5, 1975, pp. 7 and 8.



Source: Army Corps of Engineers, *Waterborne Commerce of the United States*, Part 5, 1975, p. 11.

**Figure 29. Principal Commodities Carried by Water, Calendar Year 1975**

Table 47. Crude Petroleum and Petroleum Products Transported in the U.S.  
by Method of Transportation  
(at 5-year intervals 1950-1965 and annually 1965-1975)

Year	Pipelines		Water Carriers		Trucks <sup>1</sup>		Railroads		Total Tons Carried
	Tons Carried	Percent of Total	Tons Carried	Percent of Total	Tons Carried	Percent of Total	Tons Carried	Percent of Total	
1950	283,853,383	38.82	252,765,749	34.57	145,780,986	19.93	48,882,196	6.68	731,282,314
1955	412,533,395	42.94	284,007,134	29.56	222,604,360	23.17	41,663,502	4.33	960,808,391
1960	468,409,682	43.01	318,295,654	29.22	270,375,253	24.83	32,057,140	2.94	1,089,137,729
1965	587,795,480	44.43	323,671,414	24.47	385,480,600	29.14	25,856,600	1.96	1,322,804,094
1966	629,753,680	44.81	332,877,049	23.68	417,001,000	29.67	25,809,500	1.84	1,405,441,229
1967	679,321,600	45.64	349,815,800	23.50	433,600,000	29.13	25,742,200	1.73	1,488,479,600
1968	726,443,900	46.47	361,002,600	23.09	449,700,000	28.76	26,251,200	1.68	1,563,397,700
1969	759,612,000	46.81	378,862,700	23.88	458,000,000	28.22	26,299,900	1.62	1,622,774,600
1970	790,241,700	46.88	402,667,900	23.88	466,100,000	27.65	26,732,200	1.59	1,685,741,800
1971	806,671,000	46.90	416,792,000	24.24	470,700,000	27.37	25,649,900	1.49	1,719,812,900
1972	876,248,100	47.53	426,603,200	23.14	513,500,000	27.86	27,098,200	1.47	1,843,449,500
1973	912,209,900	47.44	421,205,848	21.90	595,767,175	29.11	29,736,210	1.55	1,922,918,900
1974	884,648,000	47.20	407,448,200	21.74	552,036,000	29.46	29,929,900	1.60	1,874,062,100
1975	879,449,300	48.02	403,964,900	22.06	520,605,000	28.42	27,496,600P	1.50	1,831,515,800

P Preliminary  
1 Estimates

Source: Association of Oil Pipelines, *Shifts in Petroleum Transportation*, Sept. 13, 1977, Table 1, and previous issues.

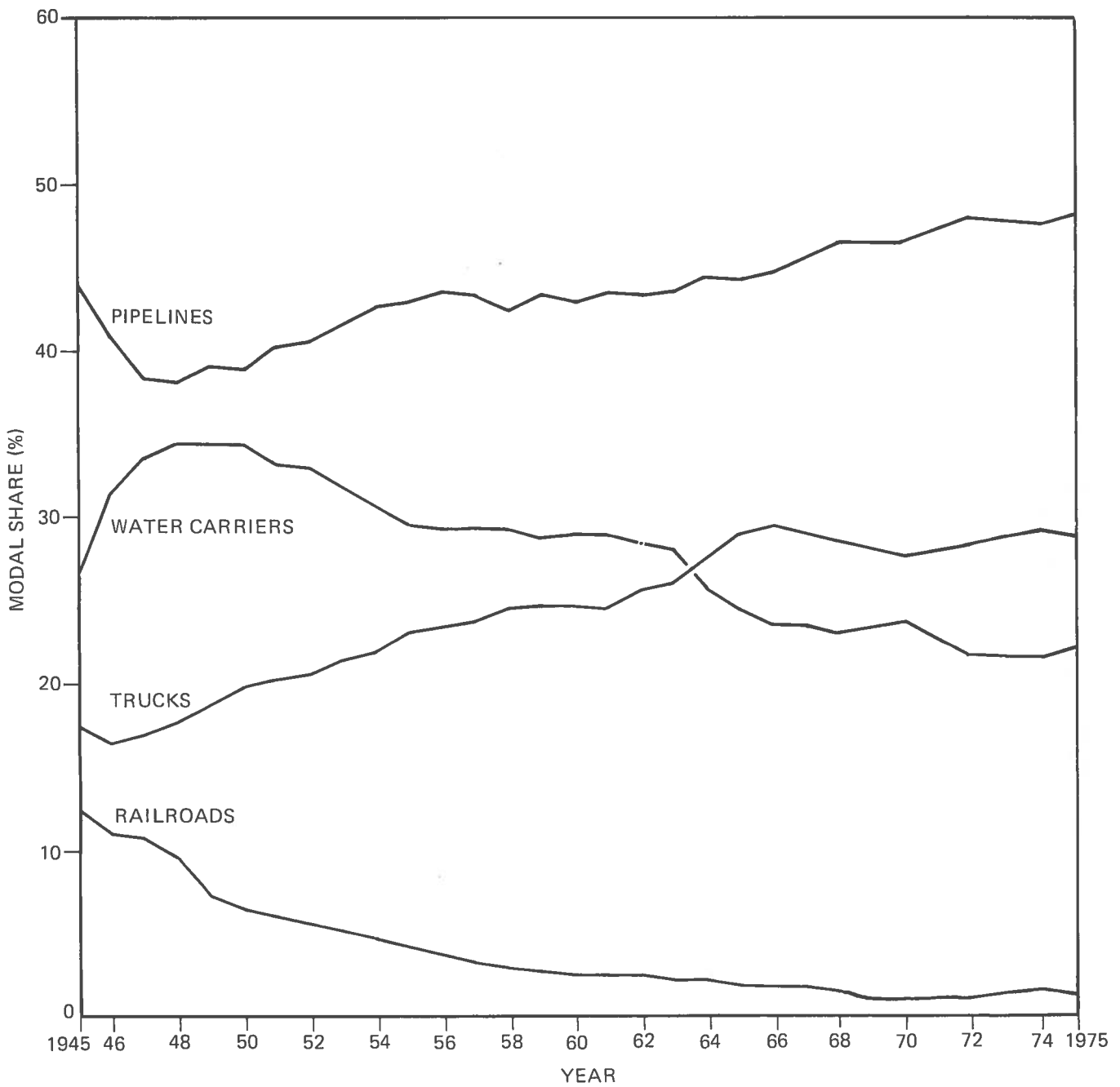


Figure 30. Crude Petroleum and Petroleum Products Transported in the U.S. by Modal Share, 1945-1975



Table 48. Crude Oil Transported in the U.S. by Method of Transportation  
(at 5-year intervals 1950 - 1965 and annually 1965 - 1975)

Year	Pipelines		Water Carriers		Trucks <sup>1</sup>		Railroads		Total Tons Carried
	Tons Carried	Percent of Total	Tons Carried	Percent of Total	Tons Carried	Percent of Total	Tons Carried	Percent of Total	
1950	231,198,150	72.64	67,551,132	21.22	15,012,459	4.72	4,518,534	1.42	318,280,275
1955	310,042,950	77.73	63,081,850	15.81	22,923,695	5.75	2,828,541	0.71	398,877,036
1960	328,449,000	75.97	74,137,775	17.15	27,843,120	6.44	1,888,387	0.44	432,318,282
1965	367,049,480	74.92	82,082,862	16.76	39,696,600	8.10	1,060,600	0.22	489,889,542
1966	384,542,645	74.15	92,851,238	17.90	40,097,000	7.73	1,120,500	0.22	518,611,383
1967	404,698,400	73.63	103,300,600	18.79	40,500,000	7.37	1,125,900	0.21	549,624,900
1968	425,837,300	74.08	107,010,300	18.62	40,900,000	7.11	1,066,800	0.19	574,814,400
1969	441,200,300	74.41	109,682,900	18.50	41,100,000	6.93	963,600	0.16	592,946,800
1970	457,156,700	74.30	116,300,900	18.90	40,900,000	6.65	916,200	0.15	615,273,800
1971	459,860,200	74.62	114,720,700	18.62	40,800,000	6.62	876,100	0.14	616,257,000
1972	487,606,700	75.75	103,672,800	16.10	51,000,000	7.92	1,495,000	0.23	643,739,000
1973	492,382,300	76.89	90,518,500	14.13	55,590,000	8.68	1,900,900	0.30	640,391,700
1974	464,272,400	74.81	83,580,000	13.47	70,043,000	11.29	2,704,200	0.43	620,599,600
1975	454,690,000	74.34	77,887,000	12.47	76,207,000	12.46	2,832,700P	0.46	611,616,700

<sup>1</sup> Estimates

p = preliminary

Source: Association of Oil Pipelines, *Shifts in Petroleum Transportation*, September 13, 1977. Table 2, and previous issues.

Table 49. Refined Petroleum Products Transported in the U.S.  
by Method of Transportation  
(at 5-year intervals 1950-1965 and annually 1965-1975)

Year	Pipelines <sup>1</sup>		Water Carriers		Trucks <sup>2</sup>		Railroads		Total Tons Carried
	Tons Carried	Percent of Total	Tons Carried	Percent of Total	Tons Carried	Percent of Total	Tons Carried	Percent of Total	
1950	52,655,233	12.75	185,214,617	44.85	130,768,527	31.66	44,363,662	10.74	413,002,039
1955	102,490,445	18.24	220,925,284	39.32	199,680,665	35.53	38,834,961	6.91	561,931,355
1960	139,960,682	21.31	244,157,879	37.17	242,532,133	36.93	30,168,753	4.59	656,819,447
1965	220,746,000	26.50	241,588,552	29.01	345,784,000	41.51	24,796,000	2.98	832,914,552
1966	245,211,035	27.65	240,025,811	27.07	376,904,000	42.50	24,689,000	2.78	886,829,846
1967	274,623,200	29.25	246,515,200	26.26	393,100,000	41.87	24,616,300	2.62	938,854,700
1968	300,606,600	30.41	253,992,300	25.69	408,800,000	41.35	25,184,400	2.55	988,583,300
1969	318,411,700	30.92	269,179,800	26.14	416,900,000	40.48	25,336,300	2.46	1,029,827,800
1970	333,085,000	31.12	286,367,000	26.75	425,200,000	39.72	25,816,000	2.41	1,070,468,000
1971	346,810,800	31.43	302,071,300	27.37	429,900,000	38.96	24,773,800	2.24	1,103,555,900
1972	388,641,400	32.39	322,930,400	26.92	462,500,000	38.55	25,638,700	2.14	1,199,710,500
1973	419,827,600	32.74	330,687,300	25.78	504,177,000	39.31	27,835,300	2.17	1,282,527,200
1974	420,375,600	33.54	323,868,200	25.84	481,993,000	38.45	27,225,700	2.17	1,253,462,500
1975	424,759,300	34.82	326,077,900	26.73	444,398,000	36.43	24,663,900p	2.02	1,219,899,100

p = preliminary

<sup>1</sup> Products in pipelines carry light products only — gasoline, kerosene, distillate and liquefied petroleum gases.

<sup>2</sup> Estimates

Source: Association of Oil Pipelines, *Shifts in Petroleum Transportation*, September 13, 1977. Table 3, and previous issues.

**Table 50. Petroleum Products Transported by Pipeline**  
(Thousands of Barrels)

	December 1976	November 1976	December 1975	January — December (Incl.)	
				1976	1975
<b>Turned into lines:</b>					
Gasoline, total	173,302	165,638	155,911	2,003,208	1,822,830
Motor	173,041	165,254	155,623	1,998,784	1,818,994
Aviation	261	384	288	4,424	3,836
Jet fuel, total	27,955	25,831	21,498	323,233	259,578
Naphtha-type	3,197	3,354	2,815	43,018	34,040
Kerosene-type	24,758	22,477	18,683	280,215	225,538
Kerosene	3,705	2,734	3,971	30,399	30,864
Distillate fuel oil	80,477	71,158	63,296	745,335	667,058
Residual fuel oil	208	211	—	2,661	—
Natural gas liquids	53,216	66,118	48,941	567,070	504,714
Other products	—	—	—	315	—
<b>Delivered from lines:</b>					
Gasoline, total	171,792	166,030	156,887	2,010,844	1,821,060
Motor	171,512	165,592	156,555	2,006,504	1,817,210
Aviation	280	438	332	4,340	3,850
Jet fuel, total	27,042	25,974	20,837	318,363	256,118
Naphtha-type	3,261	3,270	2,698	42,606	34,127
Kerosene-type	23,781	22,704	18,139	275,757	221,991
Kerosene	3,485	2,695	3,756	29,390	29,686
Distillate fuel oil	82,098	69,738	63,047	751,029	668,037
Residual fuel oil	208	211	—	2,661	—
Natural gas liquids	57,436	49,203	47,692	549,541	497,288
Other products	—	—	—	315	—
<b>Shortage (or overage):</b>					
Gasoline, total	(974)	(109)	(734)	(7,080)	(1,258)
Motor	(968)	(134)	(765)	(7,225)	(1,340)
Aviation	(6)	25	31	145	82
Jet fuel, total	295	261	140	3,593	3,255
Naphtha-type	7	(24)	(14)	(76)	21
Kerosene-type	288	285	154	3,669	3,234
Kerosene	158	19	109	1,118	1,228
Distillate fuel oil	(849)	(469)	(468)	(2,599)	(571)
Natural gas liquids	715	134	1,033	5,843	7,070
<b>Stocks in lines and working tanks at end of month:</b>					
Gasoline, total	47,946	45,462	48,502	47,946	48,502
Motor	47,850	45,353	48,345	47,850	48,345
Aviation	96	109	157	96	157
Jet fuel, total	7,696	7,078	6,419	7,696	6,419
Naphtha-type	1,276	1,347	788	1,276	788
Kerosene-type	6,420	5,731	5,631	6,420	5,631
Kerosene	1,713	1,651	1,822	1,713	1,822
Distillate fuel oil	29,612	30,384	32,707	29,612	32,707
Natural gas liquids	32,619	37,554	20,933	32,619	20,933

Source: Department of Interior, Bureau of Mines; *Mineral Industry Surveys*, Petroleum Statement, Monthly, Dec. 1976, Table 11, p. 12.

Table 51. U.S. Petroleum Pipeline Mileage (As of December 31)  
(At 3-Year Intervals 1950-1965 and Annually 1965-1975)

Year	Crude-Oil Trunk Lines		Refined-Oil Trunk Lines		Total Trunk Lines		Crude-Oil Gathering Lines		Total Petroleum Pipelines	
	ICC Lines	All Lines <sup>2</sup>	ICC Lines	All Lines <sup>2</sup>	ICC Lines	All Lines <sup>2</sup>	ICC Lines	All Lines <sup>2</sup>	ICC Lines	All Lines <sup>2</sup>
1950	64,622	71,373	16,374	20,881	80,996	92,254	47,593	60,560	128,589	152,814
1953	63,408	75,228	20,462	27,236	83,870	102,464	50,030	68,040	133,900	170,504
1956	61,885	78,594	29,465	36,420	91,350	115,014	51,336	73,526	142,686	188,540
1959	61,860	70,317	37,732	44,483	99,592	114,800	49,567	75,182	149,159	189,982
1962	61,702	70,355	45,288	53,200	106,990	123,555	48,063	76,988	155,053	200,543
1965	63,981	72,383	50,791	61,443	114,772	133,826	46,640	77,041	161,412	210,867
1966	63,210	n/a	52,493	n/a	115,803	n/a	47,352	n/a	163,155	n/a
1967	60,893	n/a	51,475	n/a	112,368	n/a	46,855	n/a	165,478 <sup>1</sup>	n/a
1968	61,807	70,825	53,431	64,529	115,238	135,354	46,886	74,124	169,307 <sup>1</sup>	209,478
1969	61,887	n/a	56,096	n/a	117,983	n/a	45,993	n/a	170,824 <sup>1</sup>	n/a
1970	63,030	n/a	59,335	n/a	122,365	n/a	46,587	n/a	175,735 <sup>1</sup>	n/a
1971	60,946	75,143	61,525	72,396	122,471	147,539	45,759	71,132	174,722 <sup>1</sup>	218,671
1972	59,757	n/a	64,701	n/a	124,458	n/a	42,893	n/a	173,532 <sup>1</sup>	n/a
1973	57,435	n/a	64,919 <sup>3</sup>	n/a	122,354 <sup>3</sup>	n/a	41,655	n/a	170,691 <sup>1</sup>	n/a
1974	57,602	76,250 <sup>4</sup>	68,609 <sup>3</sup>	76,839 <sup>4</sup>	126,211 <sup>3</sup>	153,089 <sup>4</sup>	41,577	69,266 <sup>4</sup>	173,341 <sup>1</sup>	222,355 <sup>4</sup>
1975	54,658	n/a	66,620 <sup>3</sup>	n/a	121,278 <sup>3</sup>	n/a	45,582	n/a	172,680 <sup>1</sup>	n/a

n/a = not available

<sup>1</sup>Total mileage includes pipelines classified as "other" by the ICC. In 1967 "other" pipeline mileage was 6,255 miles.

<sup>2</sup>Triennial data.

<sup>3</sup>Includes 273 miles of coal slurry pipeline.

<sup>4</sup>Date of data is January 1, 1974.

Source: Interstate Commerce Commission, *Transport Statistics in the United States*, Part 6, Pipelines, December 31, 1975, Table 2 and equivalent tables in earlier editions; U.S. Department of the Interior, Bureau of Mines, *Mineral Industry Surveys, Crude-Oil and Product Pipelines, Triennial*, January 1, 1974, Table 1.

Table 52. U.S. Gas Utility Industry Miles of Pipeline and Main, by Type<sup>1</sup> (Thousands)  
(At 5-Year Intervals 1950-1965 and Annually 1965-1975)

Year	Total	Field and Gathering	Transmission Pipeline <sup>3</sup>	Distribution Main
1950	387.5	32.8	113.1	241.6
1955	496.7	45.7	145.9	305.1
1960 <sup>2</sup>	630.9	55.8	183.7	391.4
1965	767.5	61.7	211.3	494.5
1966	799.6	63.0	217.0	519.6
1967	828.3	63.7	225.4	539.2
1968	861.6	64.4	234.5	562.7
1969	891.6	64.9	248.1	578.6
1970 <sup>r</sup>	913.3	66.3	252.2	594.8
1971 <sup>r</sup>	931.4	66.2	254.8	610.4
1972 <sup>r</sup>	948.1	66.9	258.1	623.1
1973 <sup>r</sup>	962.9	65.9	263.1	633.8
1974 <sup>r</sup>	974.1	66.4	262.2	645.6
1975	980.0	68.5	262.6	648.9

<sup>r</sup>Revised

<sup>1</sup> Excludes service pipe. Data not adjusted to common diameter equivalent. Mileage shown as of the end of each year.

<sup>2</sup> These figures and those for subsequent years include Hawaii and Alaska.

<sup>3</sup> Includes 3.6 thousand miles of underground storage pipe in 1971, 3.3 thousand miles in 1972, 4.5 thousand miles in 1973, 4.9 thousand miles in 1974, and 5.0 thousand miles in 1975, some of which was formerly included in Field and Gathering pipe.

Source: American Petroleum Institute, *Basic Petroleum Data Book*, Section XII, Table 2;  
American Gas Association, *1975 Gas Facts*, Table 42.

**Table 53. World Tanker Fleet at End of 1976<sup>1</sup>**  
(10,000 D.W. tons and over)

**By Flag and Ownership**  
(In Million Long Tons Deadweight)

Flag	Ownership					Total 1976	Total 1975	Change 1976 over 1975	Share of Total 1976
	Oil Company	Private	Government	Other					
Liberia	29.8	69.6	—	0.3	99.7	89.6	+10.1	31.1%	
Norway	0.9	28.5	—	0.2	29.6	26.1	+ 3.5	9.2%	
U.K.	20.4	10.2	0.1	0.1	30.8	32.7	- 1.9	9.6%	
Japan	4.7	27.7	—	—	32.4	31.8	+ 0.6	10.1%	
U.S.A.	5.3	5.1	1.2	—	11.6	10.6	+ 1.0	3.6%	
Panama	4.8	5.2	—	0.1	10.1	8.8	+ 1.3	3.2%	
France	10.6	4.0	0.1	—	14.7	12.8	+ 1.9	4.6%	
Greece	—	17.0	—	—	17.0	15.9	+ 1.1	5.3%	
Other Western Europe	13.6	25.8	0.1	—	39.5	35.6	+ 3.9	12.3%	
Other Western Hemisphere	6.3	0.2	0.1	—	6.6	6.5	+ 0.1	2.1%	
U.S.S.R., E. Europe and China	—	—	9.3	—	9.3	8.4	+ 0.9	2.9%	
Other Eastern Hemisphere	8.4	10.9	0.1	—	19.4	12.6	+ 6.8	6.0%	
<b>TOTAL</b>	<b>104.8</b>	<b>204.2</b>	<b>11.0</b>	<b>0.7</b>	<b>320.7</b>	<b>291.4</b>	<b>+28.3</b>	<b>100.0%</b>	
Fleet as at end 1975	95.1	185.1	10.5	0.7	291.4				
Net increase 1976	9.7	19.1	0.5	—	29.3				

<sup>1</sup> Excluding 43.6 million D.W.T. Combined Carriers.

**Table 53. World Tanker Fleet at End of 1976 (Cont.)**  
**By Age, Size and Propulsion**  
(Million Long Tons Deadweight)

Size in '000 D.W.T.	Year of Construction								Propulsion		New Building in progress and on Order at end 1976*
	Up to end 1950	1951- 1955	1956- 1960	1961- 1965	1966- 1970	1971- 1975	1976	Total	Motor	Other	
10- 25	2.2	3.2	5.3	1.8	2.4	2.2	0.4	17.5	13.2	4.3	0.5
25- 45	1.2	1.8	10.0	3.5	1.4	7.1	2.3	27.3	15.3	12.0	3.4
45- 65	—	0.6	3.9	12.5	1.8	0.6	0.5	19.9	8.2	11.7	1.0
65-125	—	—	1.8	12.4	21.7	14.1	4.4	54.4	39.7	14.7	2.6
125-205	—	—	—	0.1	10.1	13.1	5.4	28.7	19.5	9.2	7.1
205-285	—	—	—	—	25.9	99.4	13.5	138.8	10.3	128.5	7.1
285 and over	—	—	—	—	1.9	18.3	13.9	34.1	—	34.1	13.5
<b>TOTAL</b>	<b>3.4</b>	<b>5.6</b>	<b>21.0</b>	<b>30.3</b>	<b>65.2</b>	<b>154.8</b>	<b>40.4</b>	<b>320.7</b>	<b>106.2</b>	<b>214.8</b>	<b>35.2</b>
Motor	0.4	2.6	7.4	16.4	24.4	41.7	13.3	106.2	*Excludes 5.8 million D.W.T. combined carriers		
Other	3.0	3.0	13.6	13.9	40.8	113.1	27.1	214.5			

Table 53. World Tanker Fleet at End of 1976 (Cont.)

Employment of Tankers, 1976  
(Estimated Proportions of World's Active Ocean-going Fleet on Main Voyages)

Voyages To	Voyages From					Total
	U.S.A.	Caribbean	Middle East	N. Africa	Others	
U.S.A.	2.5%	2.5%	8.5%	1.5%	4.5%	19.5%
Canada	—	0.5%	1.5%	—	—	2.0%
Other Western Hemisphere	—	—	7.0%	0.5%	1.0%	8.5%
Western Europe, North and West Africa	—	1.0%	41.0%	1.5%	3.5%	47.0%
East and South Africa, South Asia	—	—	1.5%	—	—	1.5%
Japan	—	—	11.0%	0.5%	2.0%	13.5%
Other Eastern Hemisphere	—	—	5.5%	—	1.0%	6.5%
U.S.S.R., E. Europe and China	—	—	1.5%	—	—	1.5%
TOTAL	2.5%	4.0%	77.5%	4.0%	12.0%	100.0%

Source: British Petroleum Company, *BP Statistical Review of the World Oil Industry*, 1976, p. 14.

Table 54. World Tanker Fleet by Flag, 1966 - 1976  
(Million D.W.T.)

Flag	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976
U.S.A.	8.5	8.5	8.6	8.9	9.3	9.5	9.5	9.5	10.4	10.6	11.6
U.K.	12.3	13.0	15.2	18.6	21.7	25.0	25.1	27.8	32.2	32.7	30.8
Norway	14.7	16.4	16.2	15.5	17.0	18.9	19.7	21.2	23.9	26.1	29.6
Other Western Europe	20.5	21.8	25.3	29.5	34.0	38.9	42.0	48.2	57.5	64.3	71.2
"Convenience"*	25.0	27.6	31.3	35.8	43.2	48.6	57.6	66.8	82.3	98.4	109.8
Japan	7.6	9.0	10.6	12.9	14.8	18.0	21.8	26.1	29.2	31.8	32.4
Rest of World	6.4	7.2	7.9	9.6	11.3	12.0	13.8	16.0	20.3	27.5	35.3
Total	95.0	103.5	115.1	130.8	151.3	170.9	189.5	215.6	255.8	291.4	320.7

\*Panama, Liberia, etc.

Source: British Petroleum Company, *BP Statistical Review of the World Oil Industry*, 1976, p. 30.

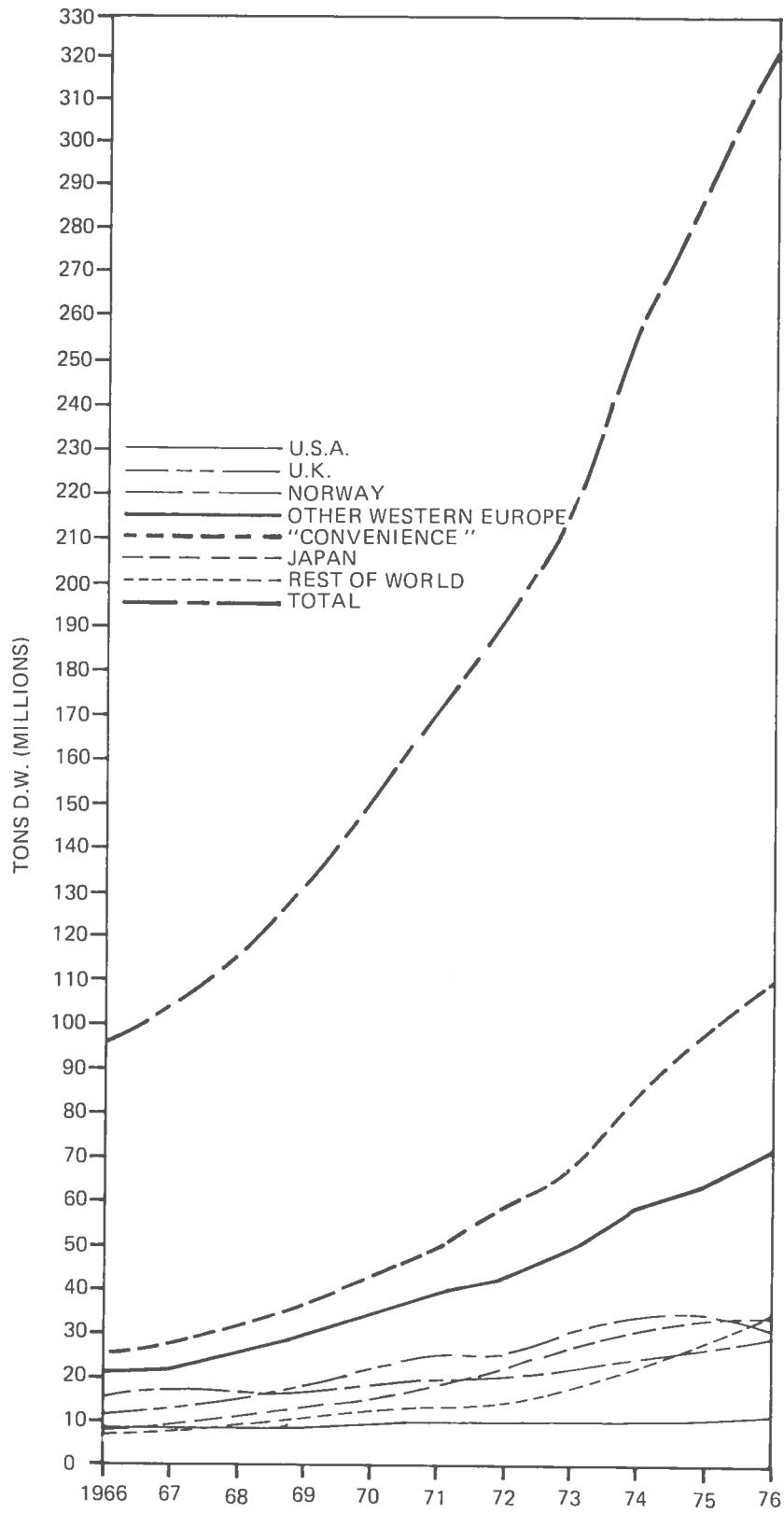


Figure 31. World Tanker Fleet by Flag 1966 - 1976



Table 55. U.S. Tank Ship Fleet (Actual and T2-SE-A1 Equivalents)  
(At 5 Year Intervals 1950-1965 and Annually 1965-1975)

(Ocean-going Vessels of 2,000 Gross Tons and Over)

Year <sup>1</sup>	Actual Fleet			T2-SE-A1 Equivalents		
	Number	Gross Tons	Deadweight Tons	Average Speed (Knots)	Number	Per Cent of World Total
1950 <sup>2</sup>	559	5,322,698	8,460,700	14.5	505.1	34.4
1955	490	5,094,900	7,989,500	15.1	497.4	20.8
1960	478	5,664,000	8,894,600	15.7	575.0	14.1
1965	410	5,479,800	8,733,500	16.0	575.8	9.6
1966	337	5,343,700	8,549,900	16.1	566.3	8.5
1967	382	5,322,800	8,550,700	16.1	566.4	7.8
1968	380	5,337,300	8,655,700	16.1	574.6	7.0
1969	365	5,319,400	8,797,900	16.1	584.9	6.2
1970	350	5,305,800	8,911,002	16.2	593.4	5.5
1971	347	5,453,100	9,218,250	16.3	616.4	4.9
1972	328	5,411,300	9,253,330	16.4	621.0	4.3
1973	312	5,507,000	9,525,200	16.3	640.3	3.8
1974	306	5,798,068	10,236,221	16.4	689.9	3.5
1975	293	5,943,289	10,601,370	16.4	714.5	3.2

<sup>1</sup> As of December 31, unless otherwise indicated.

<sup>2</sup> As of September 1.

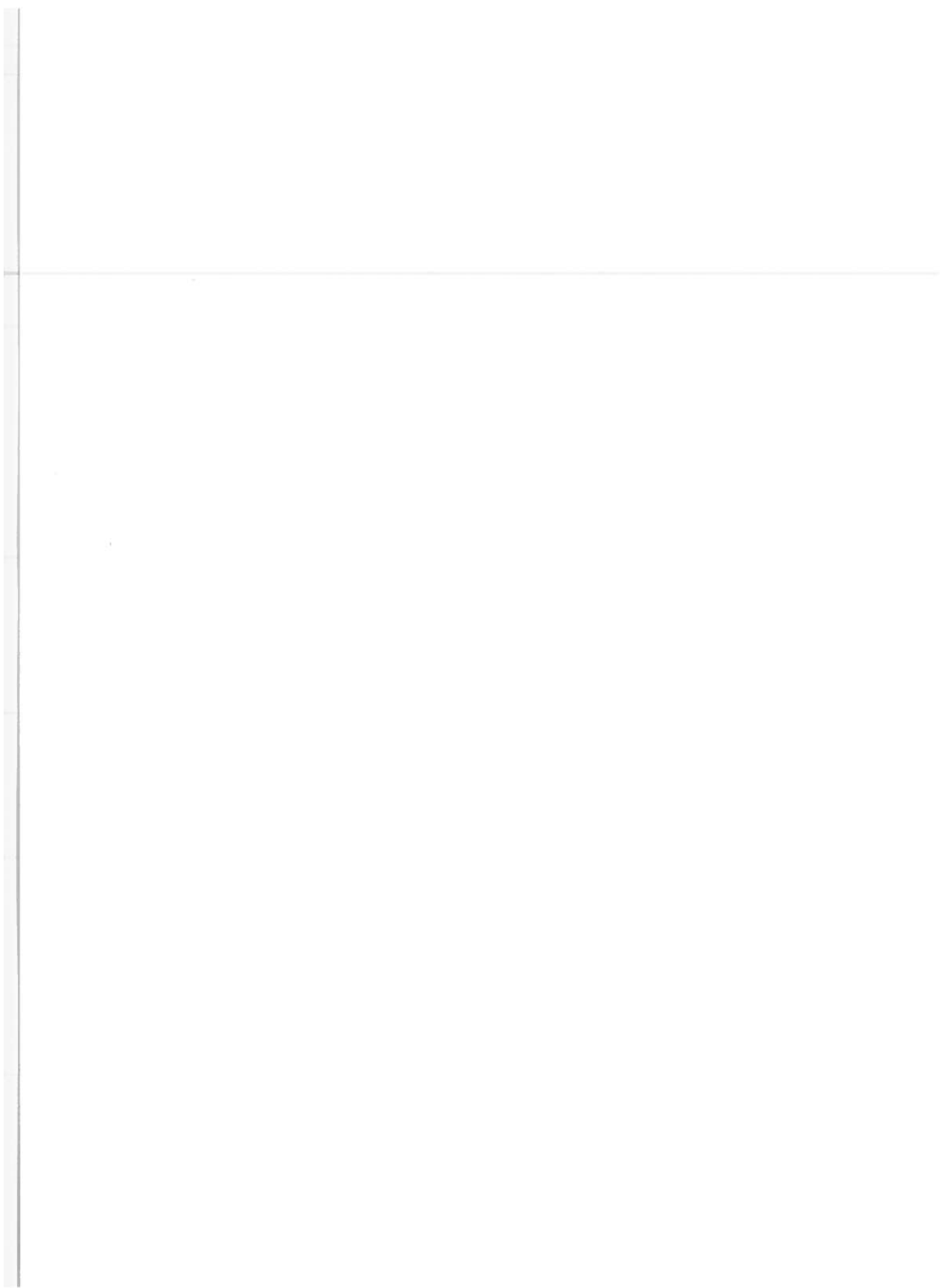
Source: Sun Oil Company, Division of Planning and Industry Affairs, *Analysis of World Tank Ship Fleet*, December 31, 1975, Table 1, and equivalent tables in earlier editions.

**Table 56. Number and Mileage of Privately Owned U.S. Railroad Tank Cars**  
 (As of December 31)  
 (at 5-year intervals 1950 - 1965 and annually 1965 - 1975)

Year	Number		Total	Mileage		
	Petroleum Tank Cars	Other Tank Cars		Petroleum Tank Cars	Other Tank Cars	Total
1950	115,202	19,364	134,566	1,796,767,001	292,030,588	2,088,797,589
1955	121,405	24,372	145,777	1,818,573,349	343,450,999	2,162,024,348
1960	126,070	29,541	155,611	1,784,388,610	390,823,252	2,175,211,862
1965	123,738	31,488	155,226	1,324,976,232	310,989,383	1,635,965,615
1966 <sup>1</sup>	80,592	76,844	157,436	960,989,876	765,728,108	1,726,717,984
1967	74,973	69,749	144,722	890,942,715	566,944,276	1,457,886,991
1968	75,581	70,310	145,891	894,093,477	572,310,905	1,466,404,382
1969	76,217	71,187	147,404	902,041,283	565,623,358	1,467,664,641
1970	75,434	68,151	143,585	871,494,171	577,724,890	1,449,219,061
1971	72,815	65,380	138,195	831,561,636	560,666,789	1,392,228,425
1972	75,387	72,619	148,006	905,119,533	662,865,785	1,567,985,318
1973	75,878	73,548	149,426	985,628,840	748,616,769	1,734,240,609
1974	113,642	39,968	153,610	1,027,780,341	834,784,466	1,862,564,807
1975	101,298	40,083	141,381	1,209,334,628	285,278,275	1,494,612,903

<sup>1</sup> One fleet previously included in the "petroleum" category has been reclassified as "other."

Source: Interstate Commerce Commission, *Transport Statistics in the United States*, Part 4, "Private Car Lines," December 31, 1975, p. 2, and equivalent tables in earlier editions.



## **Part 3. Energy Supply and Demand**

Table 57. Imports and Exports, Crude Oil and Products, 1976

Country/Area	Million Tonnes (Metric Tons) <sup>1</sup>			Thousand Barrels Daily				
	Imports		Exports		Imports		Exports	
	Crude	Products	Crude	Products	Crude	Products	Crude	Products
U.S.A.	261.7	103.3	0.4	11.9	5,280	2,010	5	215
Canada	36.8	2.0	18.3	12.0	730	35	370	230
Latin America	114.7	9.9	58.4	114.5	2,315	185	1,130	2,180
Western Europe	627.7	54.1	2.5	14.4	12,690	1,035	50	295
Middle East	8.3	3.9	983.4	49.8	165	80	19,820	1,035
North Africa	3.1	3.7	143.8	3.4	65	75	3,000	70
West Africa	0.7	2.0	110.3	1.2	10	40	2,210	20
East and South Africa	20.3	2.1	—	1.4	410	45	—	30
South Asia	17.3	5.2	—	—	350	105	—	—
South East Asia	63.6	24.6	66.7	17.5	1,280	505	1,345	420
Japan	233.7	28.7	—	0.1	4,710	610	—	5
Australasia	11.0	5.5	—	2.7	220	125	—	55
U.S.S.R., E. Europe & China	18.0	1.0	50.0	43.0	365	20	1,000	815
*Destination not known	16.9	25.9	—	—	340	500	—	—
Total	1,433.8	271.9	1,433.8	271.9	28,930	5,370	28,930	5,370

\*Includes increased quantities in transit, transit losses, minor movements not otherwise shown, military use, etc.

<sup>1</sup> One metric ton (tonne) equals 1.102 short tons.

Source: British Petroleum Company, *BP Statistical Review of the World Oil Industry, 1976*, p. 10.

Table 58. Domestic Supply and Demand for Petroleum,<sup>1</sup> 1975 and 1976

	1975		1976 (estimated)		Percentage Change From 1975
	Million Barrels	Trillion Btu	Million Barrels	Trillion Btu	
<b>Supply, crude oil:</b>					
Production . . . . .	3,056.8	17,729.3	2,974.1	17,250.0	-2.7
Exports . . . . .	-2.1	-12.1	-1.0	-5.8	
Imports . . . . .	1,498.2	8,689.6	1,922.2	11,149.0	+28.3
Stock change: withdrawals(+), additions (-) . . . . .	-6.3	-36.5	-18.8	-109.0	
Losses, transfers for use as fuel, and unaccounted for . . . . .	-5.2	-30.1	16.4	94.6	
<b>Total . . . . .</b>	<b>4,541.4</b>	<b>26,340.1</b>	<b>4,892.9</b>	<b>28,378.8</b>	<b>+7.7</b>
<b>Refinery inputs:</b>					
Crude oil . . . . .	4,541.4	26,340.1	4,892.9	28,378.8	+7.7
Transfers in, natural gas liquids <sup>2</sup> . . . . .	259.3	1,172.2	256.1	1,157.7	-1.2
Other hydrocarbons . . . . .	13.8	48.3	13.8	48.3	
<b>Total . . . . .</b>	<b>4,814.5</b>	<b>27,560.6</b>	<b>5,162.8</b>	<b>29,584.8</b>	<b>+7.2</b>
<b>Supply, refined products:</b>					
Refinery output . . . . .	4,814.5	27,560.6	5,162.8	29,584.8	+7.2
Unfinished oil reruns, net . . . . .	12.7	74.0	6.9	40.2	-45.7
Processing gain, net . . . . .	167.8	—	179.9	—	
<b>Total . . . . .</b>	<b>4,995.0</b>	<b>27,634.6</b>	<b>5,349.6</b>	<b>29,625.0</b>	<b>+7.1</b>
Exports <sup>3</sup> . . . . .	-74.3	-424.4	-74.2	-423.8	-0.1
Imports <sup>3</sup> . . . . .	700.8	4,157.9	729.6	4,328.8	+4.1
Stock change, including natural gas liquids . . . . .	-53.0	-256.5	+14.4	+69.7	
Transfers in, natural gas liquids <sup>2,4</sup> . . . . .	336.7	1,209.6	332.6	1,195.3	-1.2
Losses, gains, and unaccounted for . . . . .	52.3	420.4	-2.3	142.5	
<b>Total . . . . .</b>	<b>5,957.5</b>	<b>32,741.6</b>	<b>6,349.7</b>	<b>34,937.5</b>	<b>+6.6</b>
<b>Demand by major consuming sectors:</b>					
<b>Fuel and power:</b>					
Household and commercial . . . . .	853.6	4,733.2	943.2	5,264.4	+10.5
Industrial . . . . .	614.5	3,575.6	665.6	3,883.1	+8.3
Transportation <sup>5</sup> . . . . .	3,310.9	17,795.6	3,453.4	18,569.2	+4.3
Electricity generation, utilities . . . . .	520.1	3,239.3	559.0	3,479.3	+7.5
Other, not specified . . . . .	16.4	98.3	11.9	72.0	-27.4
<b>Total . . . . .</b>	<b>5,315.5</b>	<b>29,442.0</b>	<b>5,633.1</b>	<b>31,268.0</b>	<b>+6.0</b>
<b>Raw material:<sup>6</sup></b>					
Petrochemical feedstock offtake . . . . .	340.6	1,434.2	404.0	1,729.1	+18.6
Other nonfuel use . . . . .	268.7	1,685.7	284.5	1,785.8	+5.9
<b>Total . . . . .</b>	<b>609.3</b>	<b>3,119.9</b>	<b>688.5</b>	<b>3,514.9</b>	<b>+13.0</b>
Miscellaneous and unaccounted for . . . . .	32.7	179.7	28.1	154.6	-14.1
<b>Grand Total . . . . .</b>	<b>5,957.5</b>	<b>32,741.6</b>	<b>6,349.7</b>	<b>34,937.5</b>	<b>+6.6</b>

<sup>1</sup> Supply and demand for crude oil and petroleum products. Petroleum products include products refined and processed from crude oil, including still gas and liquefied refinery gas; also natural gas liquids transferred from natural gas.  
<sup>2</sup> Btu values for natural gas liquids for each year shown are implicitly derived from weighted averages of major natural gas liquids, with natural gasoline and other products at 110,000 Btu per gallon, liquefied petroleum gases at 95,500 Btu per gallon, ethane at 73,390 Btu per gallon, and plant condensate at 129,000 Btu per gallon.  
<sup>3</sup> Btu values for imported and exported refined products for 1975 are totals of the Btu values of the respective products imported and exported. The 1975 average Btu value is applied to 1976 estimates.  
<sup>4</sup> Includes natural gas liquids other than those channeled into refinery input as follows: Petrochemical feedstocks, direct uses for fuel and power, and other uses.  
<sup>5</sup> Includes bunkers and military fuel uses.  
<sup>6</sup> Includes some fuel and power use by raw materials industries.

Source: U.S. Department of the Interior, Bureau of Mines, Annual U.S. Energy Use In 1976, March 14, 1977 (news release).

Table 59. Domestic Supply and Demand for Motor Gasoline, 1965-1976  
(Daily Averages in Thousands of Barrels)

Year	Supply			Stocks as of Dec. 31 (barrels x 10 <sup>3</sup> )	Change in Stocks	Demand		
	Production	Imports	New Supply			Total Demand	Exports	Domestic Demand
1965	4,537	27	4,564	174,717	- 30	4,594	1	4,593
1966	4,798	43	4,841	186,393	+31	4,810	2	4,808
1967	4,956	42	4,998	200,055	+37	4,961	3	4,958
1968	5,215	59	5,274	204,496	+13	5,261	1	5,260
1969	5,484	62	5,546	211,199	+18	5,528	2	5,526
1970	5,714	67	5,781	209,255	- 5	5,786	1	5,785
1971	5,984	59	6,043	219,352	+28	6,015	1	6,014
1972	6,292	68	6,360	212,894	-18	6,378	1	6,377
1973	6,535	134	6,669	209,478	-10	6,679	4	6,675
1974	6,360	204	6,564	218,410	+24	6,540	2	6,538
1975 <sup>r</sup>	6,520	184	6,704	234,978	+45	6,677	2	6,675
1976	6,859	131	6,990	231,432	- 4	7,000	3	6,997

r = revised

Source: U.S. Bureau of Mines, *Mineral Industry Surveys*, Petroleum Statement, Annual and December issues (converted to daily averages). American Petroleum Institute, *Basic Petroleum Data Book*, Section VII, Table 5.

**Table 60. Domestic Supply and Demand for Naphtha Type Jet Fuel, 1965-1976**  
(Daily Averages in Thousands of Barrels)

Year	Supply			Stocks as of Dec. 31 (barrels x 10 <sup>3</sup> )	Demand			
	Production	Imports	New Supply		Change in Stocks	Total Demand	Exports	Domestic Demand
1965	226	44	270	8,338	—	270	2	268
1966	245	35	280	7,235	-3	283	4	279
1967	300	15	315	9,037	+5	310	5	305
1968	332	19	351	8,904	—	351	5	346
1969	287	14	301	8,556	-1	302	5	297
1970	230	20	250	6,621	-5	255	6	249
1971	234	30	264	6,990	+1	263	3	260
1972	209	33	242	6,147	-2	244	2	242
1973	181	36	217	5,599	-2	219	2	217
1974	195	27	222	5,529	—	222	—	222
1975	180	28	208	5,222	-1	209	—	209
1976 <sup>p</sup>	187	15	202	6,495	+3	199	—	199

p = preliminary

Source: American Petroleum Institute, *Basic Petroleum Data Book*, Section VII, Table 14.



Table 61. Domestic Supply and Demand for Kerosine Type Jet Fuel, 1965-1976  
(Daily Averages in Thousands of Barrels)

Year	Supply			Stocks as of Dec. 31 (barrels x 10 <sup>3</sup> )	Demand			
	Production	Imports	New Supply		Change in Stocks	Total Demand	Exports	Domestic Demand
1965	298	37	335	10,361	—	335	1	334
1966	345	52	397	13,139	+ 5	392	1	391
1967	448	74	522	13,174	+ 3	519	1	518
1968	529	86	615	15,373	+ 6	609	—	609
1969	594	111	705	19,517	+11	694	—	694
1970	597	125	722	20,989	+ 4	718	—	718
1971	601	150	751	20,747	- 1	752	1	751
1972	638	162	800	19,346	- 3	803	—	803
1973	679	176	855	22,945	+10	845	3	842
1974	641	135	776	23,906	+ 3	773	2	771
1975 <sup>r</sup>	691	105	796	25,158	+ 3	793	2	791
1976 <sup>p</sup>	731	61	792	25,590	+ 1	791	2	789

p = preliminary

r = revised

Source: American Petroleum Institute, *Basic Petroleum Data Book*, Section VII, Table 15.

Table 62. Domestic Supply and Demand for Coal, 1975 and 1976

	1975		1976 (estimated)		Percentage Change From 1975
	Thousand short tons	Trillion Btu	Thousand short tons	Trillion Btu	
<b>ANTHRACITE</b>					
Supply:					
Production <sup>1</sup> . . . . .	6,203	157.5	6,200	157.5	—
Exports <sup>2</sup> . . . . .	-1,095	-27.8	-1,000	-25.4	-8.7
Imports . . . . .	—	—	—	—	
Stock change: withdrawals (+), additions (-) . . . .	n/a	n/a	n/a	n/a	
Losses, gains, and unaccounted for . . . . .	—	—	—	—	
<b>Total</b> . . . . .	<b>5,108</b>	<b>129.7</b>	<b>5,200</b>	<b>132.1</b>	<b>+1.8</b>
Demand by major consuming sectors: <sup>3</sup>					
Household and commercial <sup>4</sup> . . . . .	2,240	56.9	2,280	57.9	+1.8
Industrial <sup>5</sup> . . . . .	1,386	35.2	1,410	35.8	+1.7
Electricity generation, utilities . . . . .	1,482	37.6	1,510	38.4	+1.9
<b>Total</b> . . . . .	<b>5,108</b>	<b>129.7</b>	<b>5,200</b>	<b>132.1</b>	<b>+1.8</b>
<b>BITUMINOUS COAL AND LIGNITE</b>					
Supply:					
Production <sup>1</sup> . . . . .	648,438	15,238.3	665,000	15,627.5	+2.6
Exports . . . . .	-65,669	-1,773.0	-60,000	-1,623.6	-8.6
Imports . . . . .	940	21.4	1,150	26.2	+22.3
Stock change: withdrawals (+), additions (-) . . . .	-31,765	-687.1	-5,329	-246.7	
Losses, gains, and unaccounted for . . . . .	4,357	-115.9	-3,603	-166.8	
<b>Total</b> . . . . .	<b>556,301</b>	<b>12,683.7</b>	<b>597,218</b>	<b>13,616.6</b>	<b>+7.4</b>
Demand by major consuming sectors:					
Fuel and power:					
Household and commercial <sup>4</sup> . . . . .	7,282	188.5	6,900	181.2	-5.2
Industrial <sup>5</sup> . . . . .	142,072	3,677.2	140,298	3,684.2	-1.2
(coal carbonized for coke) <sup>6</sup> . . . . .	(83,272)	(2,155.3)	(82,532)	(2,167.3)	(-0.9)
Transportation <sup>7</sup> . . . . .	24	0.6	12	0.3	-50.0
Electricity generation, utilities . . . . .	403,249	8,722.3	446,288	9,653.2	+10.7
<b>Total</b> . . . . .	<b>552,627</b>	<b>12,588.6</b>	<b>593,498</b>	<b>13,518.9</b>	<b>+7.4</b>
Raw Material: Industrial: <sup>8</sup>					
Crude light oil . . . . .	974	25.2	989	26.0	+1.5
Crude coal tar . . . . .	2,700	69.9	2,731	71.7	+1.1
<b>Total</b> . . . . .	<b>3,674</b>	<b>95.1</b>	<b>3,720</b>	<b>97.7</b>	<b>+1.3</b>
<b>Grand Total</b> . . . . .	<b>556,301</b>	<b>12,683.7</b>	<b>597,218</b>	<b>13,616.6</b>	<b>+7.4</b>

n/a = not available

<sup>1</sup> Includes use by producers for power and heat.

<sup>2</sup> Includes shipments to U.S. Armed Forces in West Germany.

<sup>3</sup> Except for small quantities used as raw material for coal chemicals, all anthracite is used for fuel and power.

<sup>4</sup> Data represent "retail deliveries to other consumers." These are mainly household and commercial users, with some unknown portion of use by small industries.

<sup>5</sup> Includes consumption by coke plants, steel and rolling mills, and other industrial uses. Adjusted to exclude coal equivalent of raw material use.

<sup>6</sup> Figures in parentheses are not added into totals.

<sup>7</sup> Includes bunkers and military transportation.

<sup>8</sup> Coal equivalent based on British thermal unit value of raw material consumption of coal chemicals listed.

Source: U.S. Department of the Interior, Bureau of Mines, Annual U.S. Energy Use Up In 1976, March 14, 1977 (news release).

Table 63. Domestic Supply and Demand for Natural Gas, 1975 and 1976

	1975		1976 (estimated)		Percentage Change From 1975
	Million cubic feet	Trillion Btu	Million cubic feet	Trillion Btu	
<b>Supply:</b>					
Marketed production <sup>1</sup> . . . . .	20,108,661	22,022.2	19,800,000	21,752.0	- 1.5
Transfers out, extraction loss <sup>2</sup> . . . . .	-872,282	-2,381.8	-800,000	-2,353.0	- 8.3
Domestic production <sup>3,4</sup> . . . . .	(19,236,379)	(19,640.4)	(19,000,000)	(19,399.0)	(-1.2)
Exports . . . . .	-72,675	-74.2	-70,000	-71.5	-3.7
Imports . . . . .	953,008	973.0	970,000	990.4	+1.8
Stock change: withdrawals (+), additions (-).	-344,054	-351.3	+170,000	173.6	
Losses and unaccounted for <sup>5</sup> . . . . .	-235,065	-240.0	-270,000	-275.7	
<b>Total . . . . .</b>	<b>19,537,593</b>	<b>19,947.9</b>	<b>19,800,000</b>	<b>20,215.8</b>	<b>+1.3</b>
<b>Demand by major consuming sectors:</b>					
<b>Fuels and Power:</b>					
Household and commercial <sup>6</sup> . . . . .	7,432,417	7,588.5	7,950,000	8,117.0	+7.0
Other consumers <sup>4,6</sup> . . . . .	(240,160)	(245.2)	(242,000)	(247.1)	
Industrial <sup>5</sup> . . . . .	7,781,394	7,944.8	7,595,000	7,754.5	-2.4
Transportation (pipeline fuel) . . . . .	582,963	595.2	570,000	582.0	- 2.2
Electricity generation, utilities . . . . .	3,146,873	3,213.0	3,070,000	3,134.4	- 2.4
<b>Total . . . . .</b>	<b>18,943,647</b>	<b>19,341.5</b>	<b>19,185,000</b>	<b>19,587.9</b>	<b>+1.3</b>
<b>Raw material (Industrial):<sup>7</sup></b>					
Carbon black . . . . .	26,246	26.8	25,000	25.5	-4.7
Other chemicals <sup>8</sup> . . . . .	567,700	579.6	590,000	602.4	+3.9
<b>Total . . . . .</b>	<b>593,946</b>	<b>606.4</b>	<b>615,000</b>	<b>627.9</b>	<b>+3.5</b>
<b>Grand Total . . . . .</b>	<b>19,537,593</b>	<b>19,947.9</b>	<b>19,800,000</b>	<b>20,215.8</b>	<b>+1.3</b>

<sup>1</sup> Marketed production represents gross withdrawals less gas used for repressuring and the quantities vented and flared. British thermal unit value of production is for wet gas prior to extraction of natural gas liquids. Higher Btu values assigned to extraction loss represent the Btu value of natural gas liquids production for each year.

<sup>2</sup> Extraction loss from cycling plants represents offtake of natural gas for natural gas liquids as reported to the Bureau of Mines. Energy equivalent of extraction is based on annual outputs of natural gasoline and associated products at 110,000 Btu per gallon, annual outputs of LPG at 95,500 Btu per gallon, annual outputs of ethane, since 1967, at 73,390 Btu per gallon, and beginning with 1973, energy equivalent for plant condensate is computed at 129,000 Btu per gallon.

<sup>3</sup> Domestic production is the marketed production less the shrinkage resulting from the extraction of natural gas liquids.

<sup>4</sup> Figures in parentheses are not added into totals.

<sup>5</sup> Losses and unaccounted for data was formerly included in the industrial sector.

<sup>6</sup> Includes deliveries to municipalities and public authorities for institutional heating, street lighting, etc., formerly included in the industrial consuming sector.

<sup>7</sup> Includes some fuel and power used by raw material industries.

<sup>8</sup> Estimated from partial data.

Source: U.S. Department of the Interior, Bureau of Mines, Annual U.S. Energy Use Up In 1976, March 14, 1977 (news release).

**Table 64. Domestic Demand for Gasoline**  
**(At 5-Year Intervals 1950-1965 and Annually 1965-1976)**  
**(Thousands of barrels per day)**

Year	Total Demand	% Change	Motor <sup>1</sup>	% Change	Aviation	% Change
1950	2,724	+8.8	2,616	+8.5	108	+16.1
1955	3,643	+8.1	3,451	+8.1	192	+7.9
1960 <sup>2</sup>	4,130	+1.5	3,969	+2.9	161	-24.1
1965 <sup>3</sup>	4,713	+4.0	4,593	+4.3	120	-5.5
1966	4,913	+4.2	4,808	+4.7	105	-12.5
1967	5,048	+2.7	4,958	+3.1	90	-14.3
1968	5,344	+5.9	5,260	+6.1	84	-6.7
1969	5,596	+4.7	5,526	+5.0	70	-16.7
1970	5,839	+4.3	5,785	+4.7	54	-22.9
1971	6,063	+3.8	6,014	+4.0	49	-9.3
1972	6,423	+5.9	6,377	+6.0	46	-6.1
1973	6,718	+4.6	6,675	+4.7	45	-2.2
1974	6,582	-2.0	6,538	-2.0	44	-2.2
1975	6,713	+1.9	6,675	+2.1	38	-13.6
1976	7,014	+4.8	6,978	+4.8	37	-2.6

<sup>1</sup> Includes highway and nonhighway uses.

<sup>2</sup> These figures and those for subsequent years are on a 50 state basis.

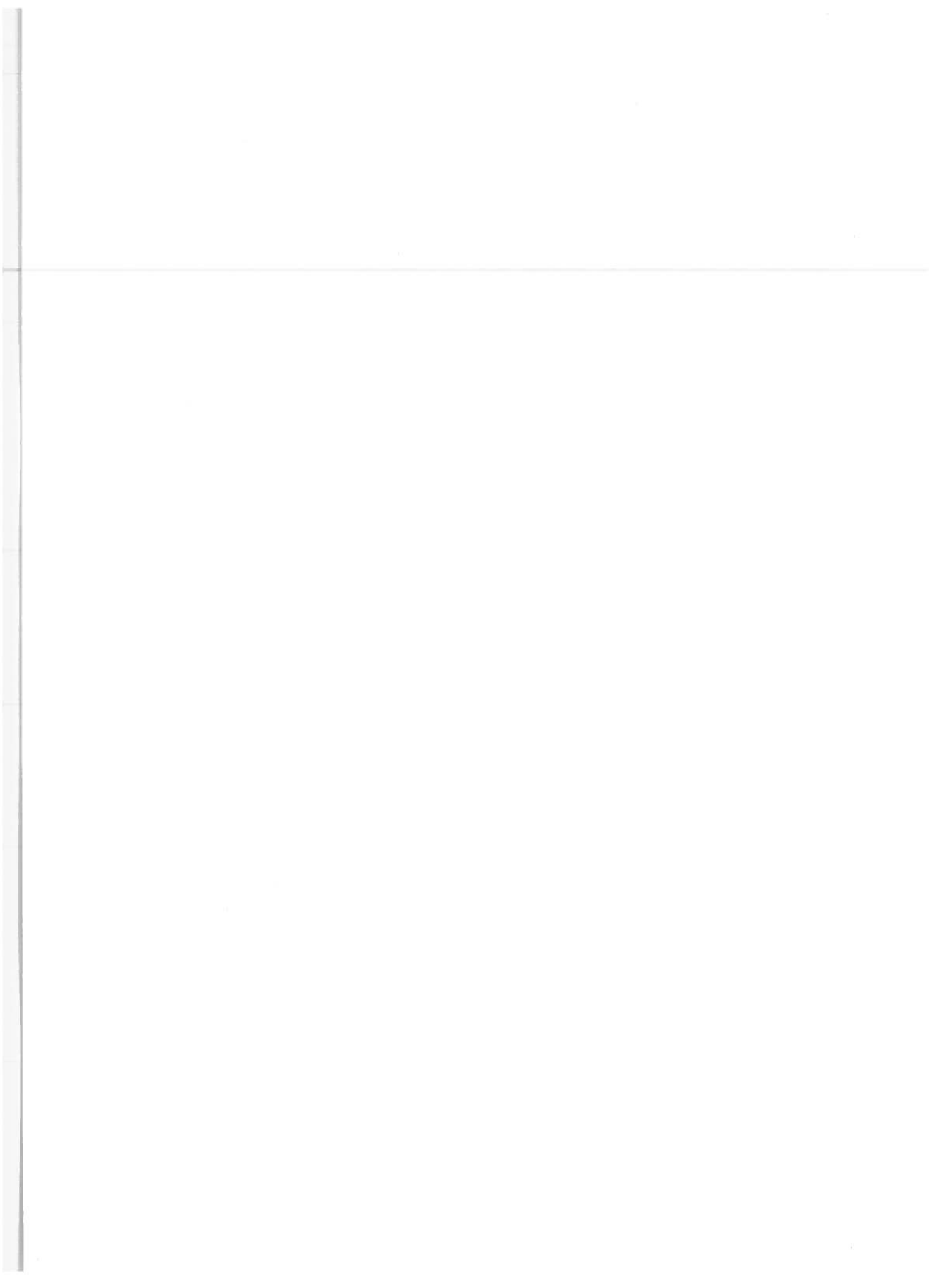
<sup>3</sup> Motor gasoline demand data were not shown separately by the U.S. Bureau of Mines until 1964; prior years were adjusted to attain separate figures.

Source: American Petroleum Institute, *Basic Petroleum Data Book*, Section VII, Table 4, 5; *Mineral Industry Surveys*, Petroleum Statement, Annual, 1973-1976, Table 1 (converted to daily averages).

**Table 65. Domestic Demand for Naphtha and Kerosine-Type Jet Fuel**  
**(Thousand barrels)**  
**(1965-1975)**

Year	Naphtha Type Total	Barrels Per Day	Kerosine Type Total	Barrels Per Day	Naphtha and Kerosine	Barrels Per Day	Annual Percentage Change
1965	97,813	268	121,819	334	219,632	602	-0.2
1966	101,635	278	142,751	391	244,386	670	+11.3
1967	111,546	306	189,224	518	300,770	824	+23.0
1968	126,601	346	222,777	609	349,378	955	+15.9
1969	108,518	297	253,213	694	361,731	991	+3.8
1970	90,927	249	262,051	718	352,978	967	-2.4
1971	94,732	260	273,991	751	368,723	1,010	+4.4
1972	88,495	242	293,995	803	382,490	1,045	+3.5
1973	79,220	217	307,407	842	386,627	1,059	+1.3
1974	81,171	222	281,429	771	362,600	993	-6.2
1975	76,543	210	288,747	791	365,290	1,001	+0.8

Source: American Petroleum Institute, *Petroleum Data Book*, Section VII, Table 7. Department of the Interior, U.S. Bureau of Mines, *Mineral Industry Surveys*, Petroleum Statement, Annual, 1975, Table 1 and preceding December issues.



**APPENDIX A**  
**Source Information**

## FIGURE REFERENCES (Figure 3 — Figure 8)

Figure 3. Expenditures and Revenues, 1975

- (1) Total Transportation: Sum of Domestic and International.
- (2) Domestic: Sum of Highway, Local Transit, Rail, Air, Water, and Pipeline.
- (3) International: Sum of Air Carrier and Water.
- (4) Highway: Sum of Auto, Truck, and Bus.
- (5) Auto: Sum of Personal Passenger Car and Taxi.
- (6) Personal Passenger Car: Dept. of Commerce, Bureau of Economic Analysis, *Survey of Current Business*, July 1976, Vol. 56, No. 7, Table 2.6
- (7) Taxi: *Ibid.*
- (9) Truck: Sum of Local Truck and Intercity Truck.
- (10) Local Truck: TAA, *Transportation Facts and Trends*, July 1977, p. 4.
- (11) Intercity Truck: Sum of ICC-Regulated Truck and Nonregulated Truck.
- (12) ICC-Regulated Truck: TAA, *Transportation Facts and Trends*, July 1977, p. 4. Revenues of the Class I, II, III motor carriers of property. Revenues include local cartage under the assumption that the majority of such revenues constitute pickup and delivery of intercity freight.
- (13) Nonregulated Truck: *Ibid.*
- (14) Bus: Sum of Intercity Bus and School Bus.
- (15) Intercity Bus: NAMBO, *1926—1976 One-Half Century of Service to America*, 1976, p. 23. Operating revenues of Class I, II, III carriers reporting to the ICC, plus intrastate carriers. Includes passenger, express, mail, station, and other revenues.
- (16) Passenger, Intercity Bus: *Ibid.*, p. 24. Total passenger revenues of Class I carriers plus 25 percent of this amount as estimated passenger revenues for Class I and Class III and intrastate carriers.
- (17) Cargo, Intercity Bus: *Ibid.* p. 24. Total package express and mail revenues of Class I carriers plus 25 percent of this amount as estimated cargo revenues for Class II and III and intrastate carriers.
- (18) School Bus: TAA, *Transportation Facts and Trends*, July 1977, p. 5.
- (19) Local Transit: APTA, *Transit Fact Book*, 1975-76, Table 8. Total operating revenues of Light Rail, Heavy Rail, Trolley Coach, and Motorbus plus operating revenue not shown for cable car and inclined plane.
- (20) Motorbus: *Ibid.* Operating revenues.

Figure 3. Expenditures and Revenues, 1975 (cont.)

- (21) Trolley Coach: *Ibid.* Operating revenues.
- (22) Light Rail: *Ibid.* Operating revenues.
- (23) Heavy Rail: *Ibid.* Operating revenues.
- (24) Rail: A.A.R., *Statistics of Railroads of Class I*, January 1977, pp. 3, 16. Sum of the total operating revenues of Class I railroads and Amtrak (NRPC).
- (25) Rail, Passenger: Sum of Commuter and Intercity.
- (26) Rail, Commuter: I.C.C., *Class I Railroads, Financial and Operating Statistics*, Dec. 31, 1975, p. 19. Commutation passenger revenues of the Class I railroads and Amtrak (NRPC).
- (27) Rail, Intercity: *Ibid.* p. 19. Sum of Class I and Amtrak (NRPC) passenger revenues from parlor and sleeping cars and other coaches.
- (28) Rail, Cargo: A.A.R., *Statistics of Railroads of Class I*, January 1977, p. 3. Class I freight revenues.
- (29) Air: Sum of General Aviation and Air Carrier.
- (30) General Aviation: TAA, *Transportation Facts and Trends*, July 1977, p. 5. Figure represents the sum of operating costs and total retail value of new general aviation aircraft.
- (36) Air Carrier: Sum of Certificated and Supplemental.
- (37) Certificated: CAB, *Air Carrier Financial Statistics*, Dec. 1976, p. 2, column 8, line 17. Total operating revenues, domestic operations.
- (38) Passenger, Certificated: *Ibid.*; column 8, sum of lines 3 and 10. Total passenger revenues in scheduled and charter service.
- (39) Cargo, Certificated: *Ibid.*, column 8, sum of lines 4, 5, 6, 7, 8, 9, and 11. Includes revenues from scheduled domestic service of freight, express, priority U.S. mail, non-priority U.S. mail, foreign mail, excess baggage, and charter freight.
- (40) Supplemental: *Ibid.*, p. 101. Overall operating revenues of supplemental air carriers, total domestic and international operations. No separation of international and domestic revenues is available.
- (41) Passenger, Supplemental: *Ibid.* Sum of civilian (line 1) and military (line 2) passenger revenues. Total domestic and international operations.
- (42) Cargo, Supplemental: *Ibid.* Sum of civilian (line 3) and military (line 4) property revenues.
- (43) Water: Sum of Passenger, Cargo, and Commercial Fishing.
- (44) Passenger, Water: *ICC Transport Statistics*, Part 5, December 31, 1975, p. 1. Figure represents revenues of ICC-regulated carriers. Expenditures for private boating not available.



Figure 3. Expenditures and Revenues, 1975 (cont.)

- (49) Cargo, Water: TAA, *Transportation Facts and Trends*, July 1977, p. 4.
- (50) Commercial Fishing: U.S. Dept. of Commerce, National Oceanic and Atmospheric Administration, *Fisheries of the U.S.*, 1975, March 1976, p. 13. This figure is the total dollar value of the U.S. Commercial Fisheries landings.
- (51) Pipeline: TAA, *Transportation Facts and Trends*, July 1977, p. 4. Includes revenues of regulated and unregulated oil pipelines.
- (52) Air Carrier: Figure represents overall operating revenues of the certificated carriers, total international operations. Revenues of the supplemental carriers international operations are included in the domestic statistic.
- (53) Certificated: CAB, *Air Carrier Financial Statistics*, Dec. 1975, p. 7, column 3, line 17. Total international operations.
- (54) Passenger, Certificated: *Ibid.*, Dec. 1975, p. 7, column 3. Sum of total passenger revenues in scheduled service (line 3) and charter passenger revenues (line 10), total international operations.
- (55) Cargo, Certificated: *Ibid.*, Dec. 1975, p. 7, column 3. Sum of lines 4, 5, 6, 7, 8, 9, and 11. Includes revenues from scheduled service of freight, express, priority U.S. mail, non-priority U.S. mail, foreign mail, excess baggage, and charter freight. Total international operations.
- (59) Water: Sum of Passenger and Cargo.
- (60) Passenger, Water: TAA, *Transportation Facts and Trends*, July 1977, p. 5.
- (61) Cargo, Water: *Ibid.*, p. 4.

Figure 4. Vehicle-Miles, 1975

- (1) Total Transportation: Sum of Domestic and International.
- (2) Domestic: Sum of Highway, Local Transit, Rail, Air, and Water.
- (3) International: Sum of Air Carrier and Water.
- (4) Highway: Sum of Auto, Truck, and Bus.
- (5) Auto: Sum of Personal Passenger Car, Motorcycle, and Taxi.
- (6) Personal Passenger Car: Federal Highway Administration, *Highway Statistics*, Section 3, 1975, Table VM-1. Includes vehicle travel on main rural roads, local rural roads, and urban streets.

Figure 4. Vehicle-Miles, 1975 (cont.)

- (7) Taxi: Data for taxi are included in the Personal Passenger Car category.
- (8) Motorcycle: Federal Highway Administration, *Highway Statistics*, 1975, Section 3, Table VM-1. Includes vehicle travel on main rural roads, local rural roads, and urban streets.
- (9) Truck: *Ibid.* Includes vehicle travel on main rural roads, local rural roads, and urban streets.
- (14) Bus: Sum of Intercity Bus and School Bus.
- (15) Intercity Bus: National Association of Motor Bus Owners, personal communication, includes Class I, II, and III carriers reporting to the ICC and intrastate carriers.
- (18) School Bus: Federal Highway Administration, *Highway Statistics*, 1975, Section 3, Table VM-1. Includes vehicle travel on main rural roads, local rural roads, and urban streets.
- (19) Local Transit: Sum of Motorbus, Trolley Coach, Light Rail, and Heavy Rail.
- (20) Motorbus: APTA, *Transit Fact Book*, 1975-76, Table 10.
- (21) Trolley Coach: *Ibid.*
- (22) Light Rail: *Ibid.*
- (23) Heavy Rail: *Ibid.*
- (24) Rail: Sum of Passenger and Cargo.
- (25) Passenger Rail: AAR, *Statistics of Railroads of Class I*, January 1977. This figure is the sum of the passenger train-miles of Class I railroads (p. 11, line 15) and Amtrak (NRPC) and Auto-Train (p. 16).
- (28) Rail, Cargo: *Ibid.*, p. 11, line 12. This figure is freight train-miles of the Class I railroads.
- (29) Air: Sum of General Aviation and Air Carrier.
- (30) General Aviation: FAA, *Statistical Handbook of Aviation*, 1975, Table 8.5. Includes business, commercial instructional, personal, and other flying.
- (31) Business: *Ibid.*
- (32) Commercial: *Ibid.*
- (33) Instructional: *Ibid.*
- (34) Personal: *Ibid.*
- (35) Other: *Ibid.*

#### Figure 4. Vehicle-Miles, 1975 (cont.)

- (36) Domestic Air Carrier: Sum of Certificated and Supplemental.
- (37) Certificated: CAB, *Air Carrier Traffic Statistics*, Dec. 1975, p. 4. Sum of overall aircraft revenue-miles in scheduled service (line 31) and non-scheduled service (line 50), column 5, total domestic operations.
- (38) Passenger, Certificated Scheduled: *Ibid.*, Sum of first class, coach and economy and mixed class services (lines 27, 28, 29) column 5.
- (39) Cargo, Certificated Scheduled: *Ibid.*, line 30, column 5.
- (40) Supplemental: CAB, *Air Carrier Traffic Statistics*, Dec. 1975, p. 91, line 21, column 2.
- (52) International Air Carrier: Sum of Certificated and Supplemental.
- (53) Certificated: CAB, *Air Carrier Traffic Statistics*, 1975, p. 13, column 5. Sum of overall aircraft revenue-miles in scheduled service (line 31) and non-scheduled service (line 50), total international and territorial operations.
- (54) Passenger, Certificated, Scheduled: *Ibid.* Sum of coach and economy and mixed class services (lines 28, 29), column 5.
- (55) Cargo, Certificated Scheduled: *Ibid.*, line 30, column 5.
- (56) Supplemental: CAB, *Air Carrier Traffic Statistics*, 1975, p. 91, line 21, column 3.
- (65) Non-Scheduled: *Ibid.*, p. 4, line 50, column 5.
- (66) Non-Scheduled, International: *Ibid.*, p. 13, line 50, column 5.

#### Figure 5. Passenger-Miles, 1975

- (1) Total Transportation: Sum of Domestic and International.
- (2) Domestic: Sum of Highway, Local Transit, Rail, Air, and Water.
- (3) International: Air Carrier only. Passenger-miles in international water transport are not available.
- (4) Highway: Sum of Auto and Bus.
- (5) Auto: Sum of Personal Passenger Car, Taxi, and Motorcycle.

Figure 5. Passenger-Miles, 1975 (cont.)

- (6) Personal Passenger Car: Passenger-miles of Personal Passenger Car and Taxi. Figure represents vehicle-miles of travel from FHWA, *Highway Statistics*, 1975, Table VM-1, multiplied by an average occupancy of 2.2.
- (7) Taxi: Included in Personal Passenger Car category.
- (8) Motorcycle: Passenger-miles derived by multiplying vehicle-miles of travel from FHWA, *Highway Statistics*, 1975, Table VM-1, by an average occupancy of 1.1.
- (14) Bus: Sum of Intercity Bus and School Bus passenger-miles.
- (15) Intercity Bus: National Association of Motor Bus Owners, personal communication. Includes
- (16) Classes I, II, III carriers reporting to ICC plus intrastate carriers.
- (18) School Bus: Best estimate by NHTSA, National Center for Statistics and Analysis.
- (24) Rail: Same as passenger (25) in same reference.
- (25) Passenger Rail: Sum of Commuter and Intercity.
- (26) Commuter Rail: A.A.R., *Statistics of Railroads of Class I, January 1977*, p. 7, line 13. Sum of the commutation passenger miles of the Class I Railroads and Amtrak (NRPC).
- (27) Intercity Rail: *Ibid.*, line 14. Sum of Class I Railroads, Amtrak (NRPC) and Auto-Train passenger miles.
- (29) Air: Sum of General Aviation and Air Carrier.
- (30) General Aviation: TAA, *Transportation Facts and Trends*, Twelfth Edition, July 1976, p. 18. Intercity passenger-miles.
- (36) Air Carrier: Sum of Certificated and Supplemental.
- (37) Certificated: CAB, *Air Carrier Traffic Statistics*, Dec. 1975, p. 4, column 5. Sum of revenue
- (38) passenger-miles in scheduled service (line 9) and nonscheduled service (line 43), total domestic operations.
- (40) Supplemental: *Ibid.*, p. 91, line 4, column 2. Total revenue passenger-miles in domestic
- (41) operations.
- (43) Water: TAA, *Transportation Facts and Trends*, Twelfth Edition, July 1976, p. 18. Intercity
- (44) passenger-miles.
- (52) Air Carrier: Sum of Certificated and Supplemental.
- (53) Certificated: CAB, *Air Carrier Traffic Statistics*, Dec. 1975, p. 13, column 5. Sum of revenue
- (54) passenger-miles in scheduled service (line 9, column 5) and nonscheduled service (line 43). Total international operations.

Figure 5. Passenger-Miles, 1975 (cont.)

- (56) Supplemental: *Ibid.*, p. 91, line 4, column 3. Total revenue passenger-miles in international  
(57) operations.

Figure 6. Cargo Ton-Miles, 1975

- (1) Total Transportation: Sum of Domestic and International.  
(2) Domestic: Sum of Highway, Rail, Air, Water, and Pipeline.  
(3) International: Sum of Air Carrier and Water.  
(4) Highway: Figure represents total ton-miles of intercity truck transport plus ton-miles of intercity bus. Local truck ton-miles are not available.  
(9) Truck: Includes intercity truck only.  
(11) Intercity Truck: ICC, *90th Annual Report*, 1976, p. 142, Table 3. Figure includes the intercity common and contract motor carriers of property operating under ICC authority, plus the intercity ton-miles of all private trucks and for-hire trucks not subject to economic regulation by the ICC, plus intercity ton-miles of local ICC carriers.  
(12) ICC-Regulated Intercity Truck: ICC, *90th Annual Report*, 1976, p. 143. The 1975 federally regulated percentage of total intercity ton-miles assumed equal to the 1974 percentage (44.0 percent).  
(13) Nonregulated Intercity Truck: *Ibid.* The 1975 nonregulated percentage of total intercity ton-miles assumed equal to the 1974 percentage (56.0 percent).  
(24) Rail: ICC, *Ibid.*, p. 142, Table 3. Intercity ton-miles of all railroads and electric railways,  
(28) excluding express and mail.  
(29) Air: Air Carrier only.  
(36) Air Carrier: Sum of Certificated and Supplemental.  
(37) Certificated: CAB, *Air Carrier Traffic Statistics*, Dec. 1975, p. 4, lines 2,3,4, column 4.  
(39) Revenue ton-miles of freight, express, U.S. and foreign mail in domestic operations, all services.  
(40) Supplemental: *Ibid.*, p. 91, line 13, column 2. Revenue ton-miles of freight and express in total  
(42) domestic operations of the supplemental carriers. Supplemental carriers are ordinarily not authorized to carry mail.  
(43) Water: Department of the Army, Corps of Engineers, *Waterborne Commerce of the United  
(49) States*, 1975, Part 5, p. 89. Total domestic ton-miles.

Figure 6. Cargo Ton-Miles, 1975 (cont.)

- (51) Pipeline: ICC, personal communication. Intercity ton-miles of oil pipelines.
- (52) Air Carrier: Sum of Supplemental and Certificated.
- (53) Certificated: CAB, *Air Carrier Traffic Statistics*, Dec. 1975, p. 13, lines 2,3,4, column 5.
- (55) Revenue ton-miles of freight, express, U.S. and foreign mail in total international and territorial operations, all services of the certificated carriers.
- (56) Supplemental: *Ibid.*, p. 91, line 13, column 3. Revenue ton-miles of freight and express in total international operations. Supplemental carriers are ordinarily not authorized to carry mail.
- (58)

Figure 7. Number of Vehicles, 1975

- (1) Total Transportation: Sum of Domestic and International.
- (2) Domestic: Sum of Highway, Local Transit, Rail, Air, and Water.
- (3) International: Sum of Air Carrier and Water.
- (4) Highway: Sum of Auto, Truck, and Bus.
- (5) Auto: Sum of Personal Passenger Car and Motorcycle.
- (6) Personal Passenger Car: FHWA, *Highway Statistics*, 1975, Table MV-1. This figure includes private and commercial vehicles (including taxicabs) as well as publicly owned vehicles for the 50 States and the District of Columbia.
- (7) Taxi: Data for Taxi are included in the Personal Passenger Car category.
- (8) Motorcycle: FHWA, *Highway Statistics*, 1975, Table MV-1. This figure is the sum of the private and commercial vehicles plus the publicly owned vehicles.
- (9) Truck: *Ibid.*
- (14) Bus: Sum of Intercity Bus and School Bus.
- (15) Intercity Bus: NAMBO, *1926-1976 One-Half Century of Service to America*, 1976, p. 23. This figure includes operations of Class I, II, and III carriers reporting to the ICC and intrastate carriers.
- (18) School: FHWA, *Highway Statistics*, 1975, Table MV-10. For some States, church, industrial, and other private buses are included; in other States, privately owned school buses could not be segregated from commercial buses and are included with the latter.

Figure 7. Number of Vehicles, 1975 (cont.)

- (19) Local Transit: Sum of Motorbus, Trolley Coach, Light Rail, and Heavy Rail.
- (20) Motorbus: APTA, *Transit Fact Book*, 1975-76, Table 12. This figure does not include sight-seeing buses or school buses.
- (21) Trolley Coach: *Ibid.*
- (22) Light Rail: *Ibid.* This figure does not include commuter or suburban railroads.
- (23) Heavy Rail: *Ibid.*
- (24) Rail: A.A.R., *Statistics of Railroads of Class I*, January 1977. This figure is the sum of Class I passenger train cars (p. 10, line 13), freight cars (p. 9, line 14), locomotives (p. 8, line 6), and similar Amtrak (NRPC) and Auto-Train vehicles (p. 16).
- (25) Rail, Passenger: *Ibid.*, Sum of passenger train cars owned by the Class I railroads (p. 10, line 13) and Amtrak (NRPC) and Auto-Train passenger cars (p. 16).
- (28) Rail, Cargo: *Ibid.*, Freight cars, Class I railroads (p. 9, line 14) plus Amtrak (NRPC) and Auto-Train freight cars (p. 16).
- (29) Air: Sum of General Aviation and Air Carrier.
- (30) General Aviation: FAA, *Statistical Handbook of Aviation*, 1975, Table 8.1.
- (31) Business: *Ibid.* This category includes business (35,526) and executive transportation (9,364).
- (32) Commercial: *Ibid.* This category includes air taxi (6,333), aerial application (7,204), and rental (7,883).
- (33) Instructional: *Ibid.*
- (34) Personal: *Ibid.*
- (35) Other: *Ibid.* This category includes other (4,168) and industrial/special (2,556).
- (36) Air Carrier: Sum of Certificated and Supplemental.
- (37) Certificated: CAB, *Bureau of Accounts and Statistics*. Data derived from Form 41, Schedule T-2, Quarterly Reports.
- (40) Supplemental: *Ibid.*
- (43) Water: American Waterways Operators, *Inland Waterborne Commerce Statistics* 1975, p. 2. This figure represents the sum of self-propelled towing vessels and non-self-propelled barges, plus cargo vessels (49) and passenger liners (44), in the United States.

#### Figure 7. Number of Vehicles, 1975 (cont.)

- (44) Passenger: Personal Communication, Maritime Administration. This figure is the number of private U.S. passenger liners with a passenger capacity of more than 125 people.
- (49) Cargo: U.S. Department of Commerce, Maritime Administration, *Merchant Fleets of the World*, September 1977, p. 2. This figure represents the sum of U.S. oceangoing steam and motor ships of 1,000 gross tons and over as of December 31, 1975.
- (52) International Air Carrier: This figure is included in the respective categories of the domestic operations.
- (59) International Water: This figure is included in the respective categories of the domestic operations.

#### Figure 8. Number of Fatalities, 1975

- (1) Total Transportation: Sum of Domestic and International.
- (2) Domestic: Sum of Highway, Local Transit, Rail, Air, Water, and Pipeline.
- (3) International: U.S. Air Carriers only. Fatalities in international water transport not available.
- (4) Highway: U.S. Department of Transportation, Office of Safety Affairs, *Transportation Safety Information Report*, 1976 Fourth Quarter and Summary Report, p. 16.
- (5) Auto: Sum of Personal Passenger Car, Taxi, and Motorcycle.
- (6) Personal Passenger Car: National Safety Council, *Accident Facts*, 1976, p. 56. Number of occupant fatalities.
- (7) Taxi: *Ibid.* Number of occupant fatalities.
- (8) Motorcycle: U.S. Department of Transportation, NHTSA/FHWA, *Traffic Safety '76*, p. A-13.
- (9) Truck: U.S. Department of Transportation, FHWA, Bureau of Motor Carrier Safety, *Accidents of Motor Carriers of Property*, 1975, p. 2. Sum of for hire, private, plus unknown.
- (10) Private: *Ibid.*
- (11) For Hire: *Ibid.* Sum of ICC Regulated and Non-Regulated.
- (12) ICC Regulated: *Ibid.* This category is called authorized by the source.
- (13) Non-Regulated: *Ibid.* This category is called exempt by the source.



Figure 8. Number of Fatalities, 1975 (cont.)

- (14) Bus: Sum of intercity and school bus fatalities.
- (15) Intercity Bus: National Safety Council, *Accident Facts*, 1976, p. 75. Passenger fatalities on Class I buses.
- (16) Bicycle: U.S. Department of Transportation, NHTSA/FHWA, *Traffic Safety '76*, p. A-13. Motor vehicle involvement only.
- (17) Pedestrian: *Ibid.*, p. A-13. Motor vehicle involvement only.
- (18) School Bus: National Safety Council, *Accident Facts*, 1976, p. 75. Includes pupils, bus drivers, and others.
- (19) Local Transit: Personal Communication, American Public Transit Association (APTA), Statistical Dept. This figure includes passengers killed on heavy rail and light rail (operating exclusively as rapid transit), trolley coach, and motorbus. These are reported fatalities collected by APTA resulting from vehicle accidents; they are not necessarily the national total.
- (20) Motorbus: *Ibid.* Reported passenger fatalities in vehicle accidents.
- (21) Trolley Coach: *Ibid.* Reported passenger fatalities in vehicle accidents.
- (22) Light Rail: *Ibid.* Reported passenger fatalities in vehicle accidents.
- (23) Heavy Rail: *Ibid.* Reported passenger fatalities in vehicle accidents.
- (24) Rail: U.S. Department of Transportation, Office of Safety Affairs, *Transportation Safety Information Report*, 1976 Fourth Quarter and Summary Report, p. 28. This figure includes railroad passengers, employees, trespassers, and others killed in railroad operations. It does not include those killed in rail/highway grade crossing accidents.
- (29) Air: Sum of General Aviation and Air Carrier. Includes fatalities of passengers, crew, and others.
- (30) General Aviation: Sum of Business, Air Taxi, Other, Aerial Application, Instructional, Personal, and Executive, plus two 1975 fatalities not shown which occurred on the ground.
- (31) Business: U.S. Department of Transportation, Office of Safety Affairs, *Transportation Safety Information Report*, 1976 Fourth Quarter and Summary Report, p. 36.
- (32) Air Taxi: *Ibid.*
- (33) Instructional: *Ibid.*
- (34) Personal: *Ibid.*

Figure 8. Number of Fatalities, 1975 (cont.)

- (35) Other: *Ibid.* Sum of NTSB categories Commercial Other, Non-Commercial Other, and Miscellaneous.
- (36) U.S. Air Carrier: Sum of Certificated, Supplemental, and Commercial Operators of large aircraft. Includes passengers, crew, and others on U.S. air carriers in domestic operations.
- (37) Certificated: National Transportation Safety Board, *Annual Review of Aircraft Accident Data, U.S. Air Carrier Operations, 1975*, January 1977, pp. 28-36. This figure pertains to scheduled and nonscheduled passenger and cargo domestic operations.
- (38) Passenger: *Ibid.* Scheduled and nonscheduled certificated air carrier domestic passenger service.
- (39) Cargo: *Ibid.* Scheduled and nonscheduled certificated air carrier domestic cargo service.
- (40) Supplemental: *Ibid.* Domestic passenger and cargo service.
- (41) Passenger: *Ibid.* Domestic passenger service.
- (42) Cargo: *Ibid.* Domestic cargo service.
- (43) Water: U.S. Coast Guard, *Proceedings of Marine Safety Council*, Jan. 1976, p. 10. This figure is the sum of passenger, cargo, and commercial fishing fatalities due to vessel casualties in fiscal year 1975.
- (44) Passenger: Sum of Private and Passenger Service.
- (45) Private: U.S. Coast Guard, *Boating Statistics (CG-357)*, 1975, p. 19. This figure represents total fatalities in recreational boating.
- (46) Inboard: *Ibid.*
- (47) Outboard: *Ibid.*
- (48) Passenger Service: U.S. Coast Guard, *Proceedings of Marine Safety Council*, Jan. 1976, p. 10. This figure includes vessel casualties on both large and small passenger vessels and ferries for fiscal year 1975.
- (49) Cargo: *Ibid.* This figure includes vessel casualties on cargo barges, freight, tank ships, and tank barges for fiscal year 1975.
- (50) Commercial Fishing: *Ibid.* This figure includes vessel casualties on commercial fishing vessels for fiscal year 1975.
- (51) Pipeline: U.S. Department of Transportation, Office of Safety Affairs, *Transportation Safety Information Report, 1976 Fourth Quarter and Summary Report*, p. 70. This figure includes gas distribution and transmission lines (including gathering lines), and liquid transmission lines.

Figure 8. Number of Fatalities, 1975 (cont.)

- (52) Air-Carrier: Sum of Certificated and Supplemental. Includes passengers, crew, and others on U.S. Air Carrier International operations.
- (53) Certificated: Personal Communication, National Transportation Safety Board, Information System Division (TE-50). This figure pertains to U.S. Certificated Route Air Carriers, scheduled and nonscheduled international passenger and cargo service.
- (54) Passenger: *Ibid.* Scheduled and nonscheduled Certificated Air Carrier International service.
- (55) Cargo: *Ibid.* Scheduled and nonscheduled Certificated Air Carrier International service.
- (56) Supplemental: *Ibid.* Scheduled and nonscheduled international passenger and cargo service.
- (57) Passenger: *Ibid.* Scheduled and nonscheduled international passenger service.
- (58) Cargo: *Ibid.* Scheduled and nonscheduled international cargo service.
- (62) Executive: U.S. Department of Transportation, Office of Safety Affairs, *Transportation Safety Information Report*, 1976 Fourth Quarter and Summary Report, p. 36.
- (63) Aerial Application: *Ibid.*
- (64) Inboard/Outboard: U.S. Coast Guard, *Boating Statistics* (CG-357), 1975, p. 19.

## TABLE REFERENCES

Table 1. Average Passenger Revenue Per Passenger Mile 1965-1976

Certificated Air Carrier, Domestic Operations, Scheduled Service:

1965-1972: CAB, *Handbook of Airline Statistics*, 1973, p. 81, 85, and 88.

1973-1976: CAB, *Air Carrier Financial Statistics*, Dec. 1974 and 1976, p. 2, lines 1, 2, 3; *Air Carrier Traffic Statistics*, Dec. 1974 and 1976, p. 4, lines 7, 8, 9. Passenger revenue (*Financial Statistics* p. 2) divided by revenue passenger-miles (*Traffic Statistics*, p.4) i.e., line 1 divided by line 7, 2 divided by 8, and 3 divided by 9.

Class I Rail:

1965-1970: AAR, *Statistics of Railroads of Class I*, July 1975, p. 7, lines 23, 24, and 25.

1971-1975: Ibid., Oct. 1972, Nov. 1973, Aug. 1974, July 1975 and January 1977, p. 7 and p. 16. All Class I average passenger revenue per passenger mile data was calculated by dividing passenger revenue by passenger miles after subtracting Amtrak and Auto-Train passenger revenue and revenue passenger mile data.

1976: AAR, personal communication.

Amtrak:

1971-1975: AAR, *Statistics of Railroads of Class I*, Oct. 1972, Nov. 1973, Aug. 1974, July 1975 and January 1977, p. 16.

1976: AAR, personal communication.

Class I Intercity Bus:

1965-1975: ICC, *Transport Economics*, Vol. III, No. 3, 1976, p. 23.

Table 2. Average Freight Revenue Per Ton-Mile, 1965-1976

Certificated Air Carrier, Domestic Operations, Scheduled Service:

1965-1972: CAB, *Handbook of Airline Statistics*, 1973, p. 93.

1973-1976: CAB, *Air Carrier Financial Statistics*, Dec. 1974 and 1976, p. 2, line 4; *Air Carrier Traffic Statistics*, Dec. 1974 and 1976, p. 4, line 19. Freight revenue (*Financial Statistics*) divided by revenue ton-miles of freight (*Traffic Statistics*).

Class I Rail:

1965-1974: ICC, *Transport Economics*, Vol. III, No. 2, 1976, p. 4.

1975-1976: ICC, personal communication.

Class I Intercity Motor Carriers, Common and Contract:

1965-1974: ICC, *Transport Economics*, Vol. III, No. 2, 1976, p. 4.

1975: ICC, personal communication.

Oil Pipelines:

1965-1974: ICC, *Transport Economics*, Vol. III, No. 2, 1976, p. 4.

1975: ICC, personal communication.

Classes A and B Water Carriers, Barge Lines Operating on Mississippi River and Tributaries:

1965-1974: ICC, *Transport Economics*, Vol. III, No. 2, 1976, p. 4.

1975: ICC, personal communication.

Table 3. Average Passenger Fare, 1965-1976

Certificated Air Carrier, Domestic Operations, Scheduled Service:

1965-1972: CAB, *Handbook of Airline Statistics*, 1973. Total passenger revenues (p. 216, line 3) divided by revenue passenger enplanements (p. 106, line 20).

1973-1976: CAB, *Air Carrier Financial Statistics*, Dec. 1974 and 1976, p. 2, line 3; *Air Carrier Traffic Statistics*, Dec. 1974 and 1976, p. 4, line 17. Total passenger revenue (*Financial Statistics*) divided by revenue passenger enplanements (*Traffic Statistics*).

Class I Bus, Intercity:

1965-1974: NAMBO, *1926-1976 One-Half Century of Service to America*, 1976, p. 26.

1975-1976: NAMBO, personal communication.

Local Transit:

1965-1976: APTA, *Transit Fact Book*, 76-77 edition, Table 12, p. 32.

Class I Rail:

1965-1970: AAR, *Statistics of Railroads of Class I*, January 1977, p. 7, lines 19 and 20.

1971-1975: Ibid., Oct. 1972, Nov. 1973, Aug. 1974, July 1975 and January 1977, p. 7 and p. 16. The average passenger fare was calculated by dividing revenue by revenue passengers carried, after subtracting Amtrak and Auto-Train passenger revenue and revenue passengers carried data.

1976: AAR, personal communication.

Amtrak:

1971-1975: AAR, *Statistics of Railroads of Class I*, Oct. 1972, Nov. 1973, Aug. 1974, July 1975 and January 1977, p. 16.

1976: AAR, personal communication.

Table 4. Total Operating Revenues, 1965-1976

Certificated Air Carriers:

1965-1972: CAB, *Handbook of Airline Statistics*, 1973. Sum of overall operating revenues in total domestic operations (p. 216) and total international and territorial operations (p. 227).

1973-1976: CAB, *Air Carrier Financial Statistics*, Dec. 1974 and 1976, p. 1, line 17.

Supplemental Air Carriers:

1965-1972: CAB, *Handbook of Airline Statistics*, 1973, p. 69.

1973-1976: CAB, *Air Carrier Financial Statistics*, Dec. 1974 and 1976, Table 3, sheet no. 1, line 9.

Intercity Bus, Class I:

1965-1968: ICC, *84th Annual Report of the ICC*, 1970, p. 143.

1969-1970: ICC, *85th Annual Report of the ICC*, 1971, p. 127.

1971: ICC, *86th Annual Report of the ICC*, 1972, p. 138.

1972-1973: ICC, *89th Annual Report of the ICC*, 1975, p. 126.

1974-1975: ICC, *90th Annual Report of the ICC*, 1976, p. 147.

**Table 4. Total Operating Revenues, 1965-1976 (cont.)**

**Local Transit:**

1965-1975: APTA, *Transit Fact Book*, 1975-1976, Table 8.

1976: APTA, *Transit Fact Book*, 1976-1977, Table 9.

**Oil Pipeline:**

1965-1975: TAA, *Transportation Facts and Trends*, July 1977, p. 6.

**Class I Intercity Motor Carriers of Property:**

1965-1975: ICC, *90th Annual Report of the ICC*, 1976, p. 146 and equivalent tables in earlier editions.

**Class I Rail:**

1965-1975: AAR, *Statistics of Railroads of Class I*, January 1977, p. 1.

**Amtrak:**

1971-1975: Ibid., Oct. 1972, Nov. 1973, Aug. 1974, July 1975, and January 1977, p. 16.

1976: AAR, personal communication.

**Water Transport:**

Classes A and B Carriers, Inland and Coastal Waterways:

1965-1975: ICC, *90th Annual Report of the ICC*, 1976, p. 148 and equivalent tables in earlier editions.

Maritime Carriers:

1965-1975: Ibid., p. 149, and equivalent tables in earlier editions.

**Class A Freight Forwarders:**

1965-1975: Ibid., p. 150, and equivalent tables in earlier editions.

**Table 5. Vehicle-Miles, 1965-1976**

**Air Carriers:**

Certificated Domestic Operations, All Services:

1965-1972: CAB, *Handbook of Airline Statistics*, 1973, p. 106. Aircraft revenue miles in scheduled service (line 35) plus nonscheduled service (line 56).

1973-1976: CAB, *Air Carrier Traffic Statistics*, Dec. 1974 and 1976, p. 4. Aircraft revenue miles in scheduled service (line 31), plus nonscheduled service (line 50).

Supplemental:

1967-1972: CAB, *Handbook of Airline Statistics*, Dec. 1973, p. 197 (line 21).

1973-1975: CAB, *Air Carrier Traffic Statistics*, Dec. 1974 and 1976, Part III, sheet 1, line 21.

**General Aviation:**

1965-1975: FAA, *FAA Statistical Handbook of Aviation*, 1975, Table 8.5.

1976: FAA, personal communication.

Table 5. Vehicle-Miles, 1965-1976 (cont.)

Highway:

Passenger Car and Taxi:

1965-1975: FHWA, *Highway Statistics*, Section 3, 1975, Table VM-1 and equivalent tables in earlier editions.

Truck:

1965-1975: Ibid.

School Bus:

1965-1975: Ibid.

Intercity Bus:

1965-1975: NAMBO, *1926-1970 One-half Century of Service to America*, 1976, p. 23.

1976: NAMBO, personal communication.

Local Transit:

1965-1976: APTA, *Transit Fact Book*, 1976-1977 edition, Table 11.

Class I Rail:

Passenger Train:

1965-1975: AAR, *Statistics of Railroads of Class I*, January 1977, p. 11, line 15.

Freight Train:

1965-1975: Ibid., line 12.

Amtrak:

1971-1975: Ibid., Oct. 1972, Nov. 1973, Aug. 1974, July 1975 and January 1977, p. 16. Data includes Auto-Train vehicle-miles.

1976: AAR, personal communication.

Table 6. Passenger-Miles, 1965-1976

Air Carrier:

Certificated:

1965-1972: CAB, *Handbook of Airline Statistics*, 1973, p. 106. Sum of total domestic passenger-miles in scheduled service (line 11) and nonscheduled service (line 47);

1973-1976: CAB, *Air Carrier Traffic Statistics*, Dec. 1974 and 1976, p. 4. Sum of lines 9 and 43.

Supplemental:

1967-1972: CAB, *Handbook of Airline Statistics*, 1973, p. 197, line 4;

1973-1976: CAB, *Air Carrier Traffic Statistics*, Dec. 1974 and 1976, Part III, sheet 1, line 4.

General Aviation:

1965-1976: TAA, *Transportation Facts and Trends*, July 1977, p. 18.

Table 6. Passenger-Miles, 1965-1976 (cont.)

Highway:

Passenger Car and Taxi:

1965-1975: FHWA, *Highway Statistics*, Section 3, 1975, Table VM-1 and equivalent tables in earlier editions. Vehicle-miles multiplied by a constant average occupancy of 2.2.

Intercity Bus:

1965-1975: NAMBO, *1926-1976 One-Half Century of Service to America*, 1976, p. 23.

1976: NAMBO, personal communication.

Class I Rail:

Commutation and other than Commutation:

1965-1975: AAR, *Statistics of Railroads of Class I*, January 1977, p. 7 and p. 16. Amtrak and Auto-Train data (p. 16) subtracted from Class I data (p. 7).

1976: AAR, personal communication.

Amtrak:

Commutation and other than Commutation:

1971-1975: AAR, *Statistics of Railroads of Class I*, Oct. 1972, Nov. 1973, Aug. 1974, July 1975 and January 1977, p. 16. Data includes Auto-Train passenger-miles.

1976: AAR, personal communication.

Domestic Water:

1965-1976: TAA, *Transportation Facts and Trends*, July 1977, p. 18.

Table 7. Cargo Ton-Miles, 1965-1976

Air Carrier:

Certificated:

1965-1972: CAB, *Handbook of Airline Statistics*, 1973, p. 106. Sum of revenue ton-miles of freight, express, U.S. and foreign mail (lines 2, 3 and 4).

1973-1976: CAB, *Air Carrier Traffic Statistics*, Dec. 1974 and Dec. 1976, p. 4. Sum of lines 2, 3 and 4.

Supplemental:

1965-1972: CAB, *Handbook of Airline Statistics*, 1973, p. 35, domestic operations.

1973-1976: CAB, *Air Carrier Traffic Statistics*, Dec. 1974 and Dec. 1976, Part III, sheet 1, line 13.

Oil Pipeline:

1965-1974: ICC, *90th Annual Report of the ICC*, 1976, p. 142, Table 3 and equivalent tables in earlier editions.

1975: ICC, personal communication.

Class I Rail:

1965-1975: AAR, *Statistics of Railroads of Class I*, January 1977, p. 5, line 50.



Table 7. Cargo Ton-Miles, 1965-1976 (cont.)

Motor Vehicles:

1965-1975: ICC, *90th Annual Report of the ICC*, 1976, p. 142, Table 3 and equivalent tables in earlier editions.

Water Transport:

Inland Waterways, including Great Lakes:

1965-1975: Ibid., p. 142, Table 3, and equivalent tables in earlier editions.

Total Domestic Waterways:

1965-1975: U.S. Army Corps of Engineers. *Waterborne Commerce of the U.S.*, 1975, Part 5, Section 3, p. 93, Table 4, and equivalent tables in earlier editions.

1976: U.S. Army Corps of Engineers, personal communication.

Table 8. Basic Intercity Mileage Within the Continental United States, 1965-1976

Railroads, All Line Haul:

1965-1975: AAR, *Yearbook of Railroad Facts*, 1977 Edition, p. 46. Data represent aggregate length of roadway of all line-haul railroads, excluding mileage of yard tracks or sidings. Jointly used track is counted only once.

Oil Pipelines:

1965-1975: TAA, *Transportation Facts and Trends*, January 1977, p. 31.

Gas Pipelines:

1965-1975: AGA, *Gas Facts*, 1975, Table 42.

1976: AGA, personal communication.

Inland Waterways:

1965-1975: American Waterways Operators, *Inland Waterborne Commerce Statistics*, 1975, p.1 and previous years.

1976: AWO, personal communication.

Highways:

1965-1975: FHWA, *Highway Statistics*, 1975, Table SM-2 and the equivalent tables in earlier editions. Total surfaced mileage of State primary and secondary roads, less col. D-E mileage, plus total toll facility mileage, with Alaska and Hawaii mileage deleted.

Airways:

1965-1975: FAA, *FAA Statistical Handbook of Aviation*, 1975, Table 2.1. Mileage equals sum of low frequency, VHF low altitude direct, and VHF jet route mileages multiplied by 1.151 to convert from nautical miles.

1976: FAA, personal communication.

Table 9. Number of Vehicles, 1965-1976

Air Carrier:

1965-1972: CAB, *Handbook of Airline Statistics*, 1973 Part VII, Table 7a and similar tables in earlier editions or by special communication from CAB.

1973: CAB, *Statistical Data Division*, personal communication.

1974: CAB, Supplement to *Handbook of Airline Statistics*, 1975, p. 126.

1975-1976: CAB, Bureau of Accounts and Statistics: Special communication based on CAB, Form 41, Schedule T-2.

General Aviation:

1965-1975: FAA, *FAA Statistical Handbook of Aviation*, 1975, p. 104, Table 8.6 and equivalent tables in earlier editions.

1976: FAA, personal communication.

Motorcycle:

1965-1975: FHWA, *Highway Statistics*, Section 1, 1975, Table MV-1 and same table in earlier editions.

Passenger Car, and Taxi:

1965-1975: Ibid.

Intercity Bus:

1965-1975: NAMBO, *1926-1976 One-Half Century of Service to America*, 1976, p. 23.

1976: NAMBO, personal communication.

Local Transit:

1965-1976: APTA, *Transit Fact Book*, 1976-1977 edition, p. 35, Table 14, and equivalent tables in earlier editions.

Class I Rail:

Freight Cars:

1965-1975: AAR, *Statistics of Railroads of Class I*, January 1977, p. 9, line 14.

1976: AAR, personal communication.

Locomotives:

1965-1975: AAR, *Statistics of Railroads of Class I*, January 1977, p. 8, line 6.

1976: AAR, personal communication.

Passenger Cars and Pullman:

1965-1975: AAR, *Statistics of Railroads of Class I*, January 1977, p. 10, line 13. Excludes Amtrak and Auto-Train data.

1976: AAR, personal communication.

Amtrak:

Passenger Cars and Pullman and Locomotives:

1971-1975: AAR, *Statistics of Railroads of Class I*, Oct. 1972, Nov. 1973, Aug. 1974, July 1975 and January 1977, p. 16. Data does not include Auto-Train passenger cars or locomotives.

1976: AAR, personal communication.

**Table 9. Number of Vehicles, 1965-1976 (cont.)**

**Truck:**

1965-1975: FHWA, *Highway Statistics*, 1975, Section 3, Table VM-1, and same table in earlier editions.

**Water Transport:**

**Non-self-propelled Vessels and Towboats and Tugs:**

1965-1975: American Waterways Operators, *Inland Waterborne Commerce Statistics*, 1975, p. 2 and previous years.

**Steam and Motor Ships:**

1965-1971: U.S. Department of Commerce, Maritime Administration, *Merchant Fleets of the World*, 1966-1972, p. 6.

1972-1974: Ibid., *Commerce News, Merchant Marine Data Sheet*, 1972-1974.

1975: Ibid., *Merchant Fleets of the World*, 1976, p. 6.

**Table 10. Passenger Fatalities Per 100,000,000 Passenger Miles, 1965-1976**

1965: FAA, *FAA Statistical Handbook of Aviation*, 1974, Table 10.11, p. 128.

1966-1975: FAA, *FAA Statistical Handbook of Aviation*, Table 10.11, p. 127.

1976: FAA, personal communication.

**Table 11. Personal Consumption Expenditures by Transportation Sector, 1965-1976**

1965-1971: U.S. Department of Commerce, Bureau of Economic Analysis, *Benchmark Revision of National Income and Product Accounts*, 1976, Table 2.6, lines 63-81.

1972: U.S. Department of Commerce, BEA, *Survey of Current Business*, July 1976, Vol. 56, No. 7, Table 2.6, lines 63-81.

1973-1976: Ibid., July 1977, Vol. 57, No. 7, Table 2.6.

**Table 12. Personal Consumption Expenditures by Type of Product, 1965-1976**

1965-1971: U.S. Department of Commerce, Bureau of Economic Analysis, *Benchmark Revision of National Income and Product Accounts*, February 1976, Table 2.6.

1972: U.S. Department of Commerce, BEA, *Survey of Current Business*, July 1976, Vol. 56, No. 7, Table 2.6, lines 2, 10, 20, 23, 28, 44, 55, 63, 82, 98, 102 and 104.

1973-1976: Ibid., July 1977, Vol. 57, No. 7, Table 2.6.

**Table 13. National Income by Transportation Sector, 1965-1976**

1965-1971: U.S. Department of Commerce, Bureau of Economic Analysis, *Benchmark Revision of National Income and Product Accounts*, February 1976, Table 6.3, lines 36-43.

1972: U.S. Department of Commerce, BEA, *Survey of Current Business*, July 1976, Vol. 56, No. 7, Table 6.3.

1973-1976: Ibid., July 1977, Vol. 57, No. 7, Table 6.3.

**Table 14. Average Annual Earnings Per Full-Time Employees by Transportation Sector, 1965-1976**

1965-1971: U.S. Department of Commerce, Bureau of Economic Analysis, *Benchmark Revision of National Income and Product Accounts*, February 1976, Table 6.7.

1972: U.S. Department of Commerce, BEA, *Survey of Current Business*, July 1976, Vol. 56, No. 7, Table 6.9.

1973-1976: *Ibid.*, July 1977, Vol. 57, No. 7, Table 6.9.

**Table 15. Average Annual Number of Full-Time and Part-Time Employees by Transportation Sector, 1965-1976**

1965-1971: U.S. Department of Commerce, Bureau of Economic Analysis, *Benchmark Revision of National Income and Product Accounts*, February 1976, Table 6.8, lines 36-43.

1972: U.S. Department of Commerce, BEA, *Survey of Current Business*, July 1976, Vol. 56, No. 7, Table 6.7.

1973-1976: *Ibid.*, July 1977, Vol. 57, No. 7, Table 6.7.

**Table 16. Wages and Salaries by Transportation Sector, 1965-1976**

1965-1971: U.S. Department of Commerce, Bureau of Economic Analysis, *Benchmark Revision of National Income and Product Accounts*, February 1976, Table 6.6, lines 36-43.

1972: U.S. Department of Commerce, BEA, *Survey of Current Business*, July 1976, Vol. 56, No. 7, Table 6.6.

1973-1976: *Ibid.*, July 1977, Vol. 57, No. 7, Table 6.6.

**Table 20. Fuel Consumption by Mode of Transport, 1965-1975**

**Class I Rail, Locomotives and Motor Cars:**

1965-1975: AAR, *Statistics of Railroads of Class I*, January 1977, p. 15.

**Air Carriers:**

**Certificated Carriers:**

1965-1972: CAB, *Handbook of Airline Statistics*, 1973, Table 58 and 59.

1973-1974: CAB, *Handbook of Airline Statistics 1975 Supplement*, 1975, p. 5.

1975: CAB, Bureau of Accounts and Statistics. Special Communication based on data derived from Form 41, Schedule T-2.

**General Aviation:**

1965-1972: FAA, *FAA Statistical Handbook of Aviation*, 1972, Table 9.12 and same table in earlier editions.

1973-1975: FAA, Information and Statistical Division, personal communication.

**Highway:**

1965-1975: FHWA, *Highway Statistics*, Section III, 1975, Table VM-1 and same table in earlier editions.

**Table 20. Fuel Consumption by Mode of Transport, 1965-1975 (cont.)**

**Water Transport:**

**Residual and Distillate Fuel Oil:**

1965-1975: Bureau of Mines, *Mineral Industry Surveys, Fuel Oil Sales-Annual*, 1976, Table 2 and 3 and equivalent tables in earlier editions.

**Gasoline:**

1965-1975: FHWA, *Highway Statistics*, Section I, 1975, Table MF-24 and same table in earlier editions.

**Transit:**

1965-1975: APTA, *Transit Fact Book*, 1975-1976 edition, Table 16.

**Pipelines:**

1965-1974: American Gas Association, *Gas Facts*, 1975, Table 53.

1975: AGA, personal communication.

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- (20) *Ibid.*, *89th Annual Report of the ICC*, 1975.
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- (22) *Ibid.*, *80th Annual Report of the ICC*, 1966.

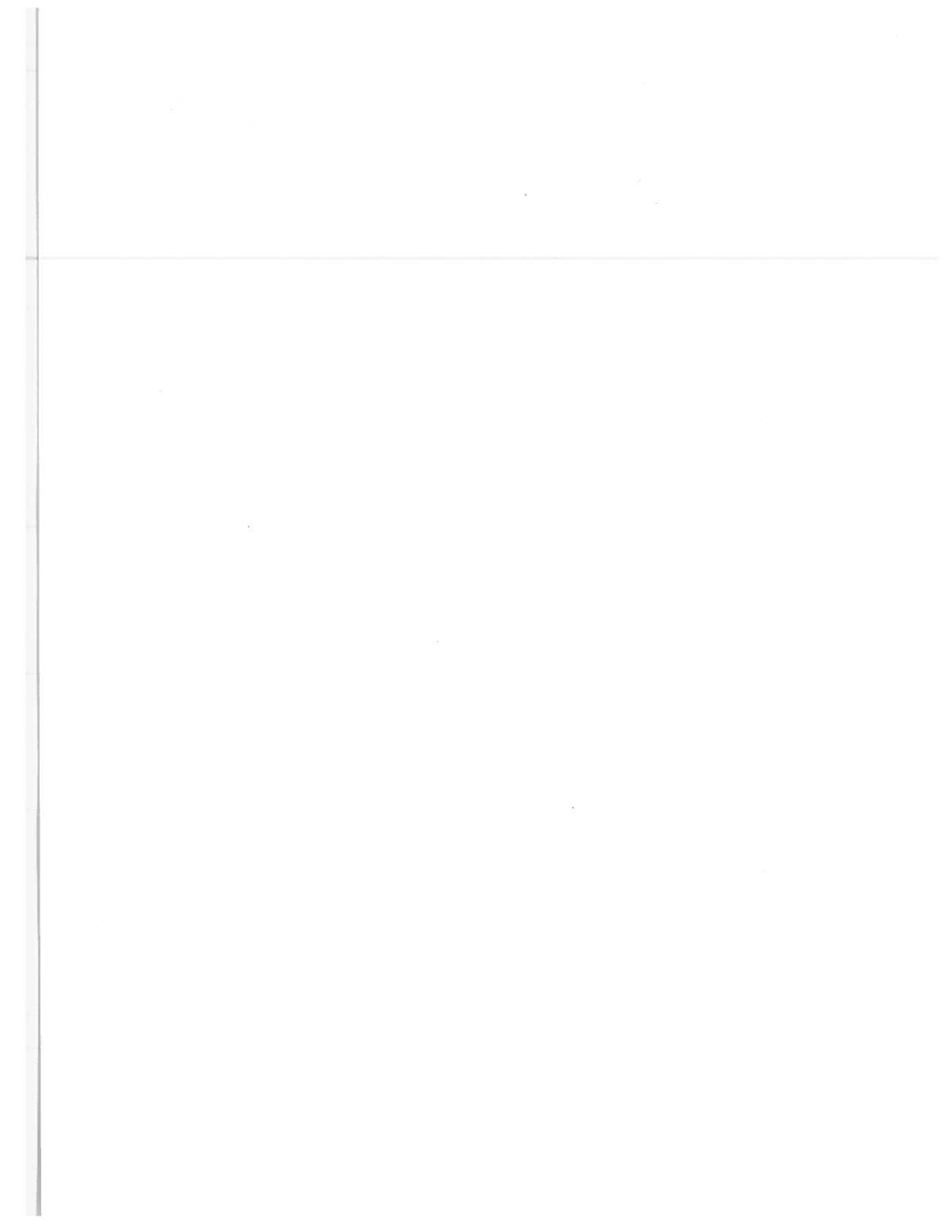
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- (28) Transportation Association of America, *Transportation Facts and Trends*, Thirteenth Edition, July 1977.
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- (30) National Transportation Safety Board, *Annual Review of Aircraft Accident Data, U.S. Air Carrier Operations, 1975*, January 1977.
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- (39) *Ibid.*, *Survey of Current Business*, July 1976, Volume 56, No. 7.
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- (47) *Ibid.*, March 1976, Volume 22, No. 9.
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**Automobile Operating Costs -  
Basis for Estimates in Tables**

1967 Automobile Operating Costs\* — Basis for Estimates in Table 34

Item	Estimate Basis
Automobile Description	The vehicle used as an example was a 1967 model 4-door sedan that costs \$2,806 excluding accessories and taxes.
Repairs and Maintenance	These include minor routine maintenance such as lubrications, brake adjustments, and washing; replacement of minor parts such as spark plugs, wiper blades, fan belts, radiator hose, points and condenser, etc.; intermediate repairs such as starter and alternator overhaul, brake relining, universal joint replacement, etc.; and major repairs such as automatic transmission overhaul and engine rebuilding. Also included is fender and body work that averages \$13.50 per year.
Replacement Tires	Purchase of 11 new tires and 2 tubes during the life of the car was assumed.
Accessories	Accessories provided include a radio, a set of seat covers, and floor mats.
Gasoline	Gasoline consumption was set at 14.3 miles per gallon.
Oil	Oil consumption is associated with gasoline consumption at a rate of 72 to 1.
Insurance	Coverage includes \$50,000 combined public liability, property damage, and comprehensive for the full 10 years. Uninsured motorist coverage, and \$50 deductible collision insurance was assumed for the first 5 years.
Garaging, Parking, and Tolls	Monthly charges of \$10.00 for garage rental or indirect cost of owner's garage; parking fee average of \$54.00 per year assigned proportionate to annual travel; and tolls averaging \$6.50 per year were included.
Taxes	Taxes included are the Federal gasoline tax at 4 cents per gallon, and the weighted average of State gasoline taxes (since gasoline would be bought in different States); Maryland registration fee of \$15.00 per year, that includes a \$5.00 property tax component; Maryland titling tax at 3 percent of retail price; Federal excise taxes on motor vehicles, tires, tubes, and oil.
Benefit Period	The cost of certain major items are spread over a period of benefit rather than being charged entirely to the year in which the expenditure was actually made.

\*Since 1967 was the last year in which automobiles were not required to have emission control devices, it is used for comparison purposes.

Source: Federal Highway Administration, *Cost of Operating an Automobile*, January 1968.

1972 Automobile Operating Costs — Basis for Estimates in Tables 35, 36 and 37

Item	Standard Size Automobile	Compact Size Automobile	Subcompact Size Automobile
Automobile Description	1972 model 4-door sedan Equipped with: V-8 engine, automatic transmission, power steering and brakes, air conditioning, tinted glass, radio, clock, whitewall tires, and body protective molding. Purchase price \$4,379.	1972 model 2-door sedan Equipped with: 6-cylinder engine, automatic transmission, power steering, radio, and body protective molding. Purchase price \$2,696.	1972 model 2-door sedan Equipped with: standard equipment plus radio and body protective molding. Purchase price \$2,064.
Repairs and Maintenance	Includes routine maintenance such as lubrications, repacking wheel bearings, flushing cooling system, and aiming headlamps, replacement of minor parts such as spark plugs, fan belts, radiator hoses, distributor cap, fuel filter, and pollution control filters; minor repairs such as brake jobs, water pump, carburetor overhaul and universal joints; and major repairs such as a complete "valve job".		
Replacement Tires	Purchase of 7 new regular tires and 4 new snow tires during the lives of the cars was assumed.		
Accessories	Purchase of floor mats the first year, seat covers the sixth year, and miscellaneous items totaling \$2.00 per year was assumed.		
Gasoline	Consumption rate of 13.60 miles per gallon was used.	Consumption rate of 15.97 miles per gallon was used.	Consumption rate of 21.43 miles per gallon was used.
Oil	Consumption was associated with gasoline consumption at a rate of 1 gallon of oil for every 186 gallons of gasoline.	Consumption was associated with gasoline consumption at a rate of 1 gallon of oil for every 166 gallons of gasoline.	Consumption was associated with gasoline consumption at a rate of 1 gallon of oil for every 135 gallons of gasoline.
Insurance	Coverage includes \$50,000 combined public liability (\$15,000/\$30,000 bodily injury, and \$5,000 property damage), \$1,000 medical payments, uninsured motorist coverage, and full comprehensive coverage for the 10-year period. Deductible collision insurance was assumed for the first 5 years (\$100 deductible).		
Garaging, Parking, and Tolls	Includes monthly charges of \$10.00 for garage rental or indirect cost of the owners garaging facility; plus parking fee average of \$54.00 per year, and toll average of \$6.94 per year, both of which were assigned in proportion to annual travel.		
Taxes	Includes Federal excise taxes on tires (10 cents per pound), lubricating oil (6 cents per gallon), and gasoline (4 cents per gallon); plus the Maryland tax on gasoline (7 cents per gallon), titling tax (4 percent of retail price), and registration fee (\$20.00 for 3,700 pounds or less shipping weight, or \$30.00 for vehicles over 3,700 pounds).		

Source: Federal Highway Administration, *Cost of Operating an Automobile*, April 1972.

1974 Automobile Operating Costs — Basis for Estimates in Tables 38, 39 and 40

Item	Standard Size Automobile	Compact Size Automobile	Subcompact Size Automobile
Automobile Description	1974 model 4-door sedan. Equipped with: V-8 engine, automatic transmission, power steering and brakes, air conditioning, tinted glass, radio, clock, white-wall tires, wheel covers, and body protective molding. Purchase price — \$4,251.	1974 model 2-door sedan. Equipped with: 6 cylinder engine, automatic transmission, power steering, radio, vinyl top, wheel covers, and body protective molding. Purchase price — \$2,910.	1974 model 2-door sedan. Equipped with: Standard equipment plus radio, wheel covers, and body protective molding. Purchase price — \$2,410.
Repairs and Maintenance	Includes routine maintenance such as lubrications, repacking wheel bearings, flushing cooling system, and aiming headlamps; replacement of minor parts such as spark plugs, fan belts, radiator hoses, distributor cap, fuel filter, and pollution control equipment; minor repairs such as brake jobs, water pump, carburetor overhaul, and universal joints; and major repairs such as a complete "valve job." Costs were calculated using 1974 parts prices and a \$12 per hour labor rate.		
Replacement Tires	Purchase of 7 new regular tires and 4 new snow tires during the lives of the cars was assumed.		
Accessories	Purchase of floor mats the first year, seat covers the sixth year, and miscellaneous items totaling \$2.20 per year was assumed.		
Gasoline	Consumption rate of 12.92 miles per gallon and a gasoline price of 52.1 cents per gallon including taxes were used.	Consumption rate of 15.97 miles per gallon and a gasoline price of 52.1 cents per gallon including taxes were used.	Consumption rate of 21.43 miles per gallon and a gasoline price of 52.1 cents per gallon including taxes were used.
Oil	Consumption was associated with gasoline consumption at a rate of 1 gallon of oil for every 159 gallons of gasoline. A price of \$1.00 per quart was used.	Consumption was associated with gasoline consumption at a rate of 1 gallon of oil for every 150 gallons of gasoline. A price of \$1.00 per quart was used.	Consumption was associated with gasoline consumption at a rate of 1 gallon of oil for every 135 gallons of gasoline. A price of \$1.00 per quart was used.
Insurance	Coverage includes \$50,000 combined public liability (\$15,000/\$30,000 bodily injury, and \$5,000 property damage), \$2,500 personal injury protection, uninsured motorist coverage, and full comprehensive coverage for the 10-year period. Deductible collision insurance was assumed for the first 5 years (\$100 deductible).		
Garaging, Parking, and Tolls	Includes monthly charges of \$11.00 for garage rental or indirect cost of the owner's garaging facility; plus parking fee average of \$57.00 per year, and toll average of \$7.00 per year, both of which were assigned in proportion to annual travel.		
Taxes	Includes Federal excise taxes on tires (10 cents per pound), lubricating oil (6 cents per gallon), and gasoline (4 cents per gallon); plus the Maryland tax on gasoline (9 cents per gallon), titling tax (4 percent of retail price), and registration fee (\$20.00 for 3,700 pounds or less shipping weight, or \$30.00 for vehicles over 3,700 pounds).		

Source: Federal Highway Administration, *Cost of Operating an Automobile*, April 1974.

1976 Automobile Operating Costs — Basis for Estimates in Tables 41, 42 and 43

Item	Standard Size Automobile	Compact Size Automobile	Subcompact Size Automobile
Automobile Description	1976 model 4-door sedan Equipped with: V-8 engine, automatic transmission, power steering and brakes, air conditioning, tinted glass, radio, clock, white stripe radial tires, wheel covers, remote control left-hand mirror, and body protective moulding. Purchase price — \$4,899.	1976 model 2-door sedan Equipped with: 6 cylinder engine, automatic transmission, power steering and brakes, radio, vinyl top, wheel covers, tinted glass, remote control left-hand mirror and body protective moulding. Purchase price — \$3,865.	1976 model 2-door sedan Equipped with: standard equipment plus radio, wheel covers, and body protective moulding. Purchase price — \$3,224.
Repairs and Maintenance	Includes routine maintenance such as lubrications, repacking wheel bearings, flushing cooling system, and aiming headlamps; replacement of minor parts such as spark plugs, fan belts, radiator hoses, distributor cap, fuel filter, and pollution control equipment; minor repairs such as brake jobs, water pump, carburetor overhaul, and universal joints; and major repairs such as a complete "valve job." Costs were calculated using 1976 parts prices and a \$13.50 per hour labor rate.		
Replacement Tires	It was assumed that 3 new regular tires and 4 new snow tires would be purchased during the lives of the standard and subcompact size cars, and 7 new regular tires and 4 new snow tires would be purchased during the life of the compact car.		
Accessories	It was assumed that extra wheels and floor mats would be purchased the first year, seat covers the sixth year, and miscellaneous items totalling \$2.65 each year.		
Gasoline	Consumption rate of 15 miles per gallon and a gasoline price of 60.9 cents per gallon including taxes were used.	Consumption rate of 21 miles per gallon and a gasoline price of 60.9 cents per gallon including taxes were used.	Consumption rate of 29 miles per gallon and a gasoline price of 60.9 cents per gallon including taxes were used.
Oil	Consumption was associated with gasoline consumption at a rate of 1 gallon of oil for every 167 gallons of gasoline. A price of \$1.06 per quart was used.	Consumption was associated with gasoline consumption at a rate of 1 gallon of oil for every 119 gallons of gasoline. A price of \$1.06 per quart was used.	Consumption was associated with gasoline consumption at a rate of 1 gallon of oil for every 95 gallons of gasoline. A price of \$1.06 per quart was used.
Insurance	Coverage includes \$50,000 combined public liability (\$15,000/\$30,000 bodily injury and \$5,000 property damage), \$2,500 personal injury protection, uninsured motorist coverage, and full comprehensive coverage for the 10-year period. Deductible collision insurance was assumed for the first 5 years (\$100 deductible).		
Garaging, Parking, and Tolls	Includes monthly charges of \$12.00 for garage rental or indirect cost of the owner's garaging facility, and a toll average of \$6.88 per year; plus parking fee averages of \$70.00 per year for standard size cars, and \$60.00 per year for compact and subcompact size cars. Parking fee and toll fee averages were assigned in proportion to annual travel.		
Taxes	Includes Federal excise taxes on tires (10 cents per pound), lubricating oil (6 cents per gallon), and gasoline (4 cents per gallon); plus the Maryland Tax on gasoline (9 cents per gallon), titling tax (4 percent of retail price), sales tax (4 percent of retail items), and registration fee (\$20.00 for 3,700 pounds or less shipping weight, or \$30.00 for vehicles over 3,700 pounds).		



# **APPENDIX B**

## **Glossary**



## AIR CARRIER TERMINOLOGY

### AIRBORNE SPEED:

Often called "wheels-off wheels-on speed." The average speed of an aircraft while airborne, computed using great-circle airport-to-airport distance.

### AIR CARRIER:

Any carrier operating under Code of Federal Regulations, Title 14, Part 121. Includes those operators who have been issued a Certificate of Public Convenience and Necessity by the Civil Aeronautics Board, i.e., certificated route air carriers and supplemental air carriers. Commercial operators of large aircraft (over 12,500 pounds) are also classified as air carriers.

### AIRCRAFT ACCIDENT:

For the purpose of this report, an aircraft accident is "an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or the aircraft receives substantial damage."

### AIRCRAFT REVENUE MILES:

The miles (based on airport-to-airport distances) for each interairport hop actually completed in revenue service, whether or not performed in accordance with the scheduled pattern. For this purpose, operation to a flag stop is a hop completed even though a landing is not actually made. In cases where the interairport distances are inapplicable, aircraft miles flown are determined by multiplying the normal cruising speed for the aircraft type by the airborne hours.

### ALL OPERATIONS:

Refers to all flight operations including test, training, ferry, scheduled and nonscheduled passenger and cargo service, both revenue and nonrevenue.

### CERTIFICATED CARRIER:

One of a class of air carriers holding certificates of public convenience and necessity issued by the CAB, authorizing the performance of scheduled air transportation over specified routes and a limited amount of nonscheduled operations. This general carrier grouping includes the all-purpose carriers (i.e., the so-called passenger/cargo carriers) and the all-cargo carriers, and comprises all of the airlines certificated by the Board, except the supplemental air carriers. Certificated route air carriers are often referred to as "scheduled airlines," although they also perform nonscheduled service.

### DOMESTIC OPERATIONS:

Operations within and between the 50 States and the District of Columbia. Includes domestic operations of the certificated trunk carriers and Pan American and the local service, helicopter, intra-Alaska, intra-Hawaii, domestic all-cargo and other carriers; also includes transborder operations conducted on the domestic route segments of U.S. air carriers.

### GENERAL AVIATION:

General Aviation refers to the operation of U.S. Civil Aircraft owned and operated by persons, corporations, etc., other than those engaged in U.S. air carrier operations. (U.S. air carrier operations include the certificated route air carriers, supplemental air carriers, and commercial operators of large aircraft.)

**INTERNATIONAL OPERATIONS:**

Operations outside the territory of the United States, including operations between the United States and foreign countries and between the United States and its territories and possessions. Includes both the combination passenger/cargo carriers and the all-cargo carriers engaged in international and territorial operations.

**NONOPERATING INCOME AND EXPENSES:**

Income and loss of commercial ventures not part of the common carrier air transport services of the accounting entity; other revenues and expenses attributable to financing or other activities that are extraneous to and not an integral part of air transportation or its incidental services.

**NONREVENUE FLIGHTS:**

Flights and flight stages involving training, test, technical, positioning for scheduled flights, ferry, company business, publicity and forced returns for which no remuneration is received.

**NONSCHEDULED FREIGHT:**

Property carried in charter operations.

**NONSCHEDULED SERVICE:**

Revenue flights not operated in regular scheduled service, principally contract and charter operations.

**OPERATING EXPENSES:**

Expenses incurred in the performance of air transportation. Includes direct aircraft operating expenses and ground and indirect operating expenses.

**OPERATING REVENUES:**

Includes revenues from the performance of air transportation and transport related activities. See "Transport Related Revenues."

**OTHER TRANSPORT REVENUES:**

Miscellaneous revenues associated with the air transportation performed by the air carrier, such as airline employees, officers and directors, or other persons, except ministers of religion who travel under reduced rate transportation; reservation cancellation fees; and other items not specified in other transport revenue accounts.

**OVER-ALL OPERATING EXPENSES:**

See "Operating Expenses."

**OVER-ALL OPERATING REVENUES:**

See "Operating Revenues."

**OVER-ALL REVENUE LOAD FACTOR:**

The percent that total revenue ton-miles (passenger plus nonpassenger) are of available ton-miles in revenue services, representing the proportion of the over-all capacity that is actually sold and utilized.

**OVER-ALL REVENUE LOAD PER AIRCRAFT:**

The average over-all tonnage carried per aircraft in revenue services derived by dividing the over-all revenue ton-miles by the over-all aircraft miles flown in revenue services.

**OVER-ALL TRANSPORT REVENUES:**

See "Transport Revenues."

**PASSENGER-MILE:**

One passenger transported one mile. Passenger-miles are computed by summation of the products of the aircraft miles flown on each interairport flight stage multiplied by the number of passengers carried on that flight stage.

**PASSENGER ENPLANEMENTS:**

The total number of revenue passengers boarding aircraft, including originating and stopover or on line transfer passengers.

**PASSENGER REVENUES:**

Revenues from the transportation of passengers by air.

**PASSENGER SERVICE EXPENSES:**

Costs of activities contributing to the comfort, safety, and convenience of passengers while in flight and when flights are interrupted. Includes salaries and expenses of cabin attendants and passenger food expense.

**PASSENGER REVENUE TON-MILE:**

One ton of revenue passenger weight (including all baggage) transported one mile. The passenger weight standard for both "Domestic" and "International" operation is 200 pounds.

**REVENUE PASSENGER LOAD FACTOR:**

The percent that revenue passenger-miles are of available seat-miles in revenue passenger services, presenting the proportion of aircraft seating capacity that is actually sold and utilized.

**REVENUE PASSENGER-MILE:**

One revenue passenger transported 1 mile in revenue service. Revenue passenger-miles are computed by summation of the products of the revenue aircraft-miles flown on each interairport flight stage multiplied by the number of passengers carried on that flight stage.

**REVENUE TON-MILE OF FREIGHT:**

One short ton of freight transported 1 statute mile. Ton-miles are computed by summation of the products of the aircraft-miles flown on each interairport flight stage multiplied by the number of tons carried on that flight stage.

**SCHEDULED SERVICE:**

Transport service operated over an air carrier's certificated routes, based on published flight schedules, including extra sections and related nonrevenue flights.

**SUPPLEMENTAL AIR CARRIER:**

One of a class of air carriers now holding certificates, issued by the CAB, authorizing them to perform passenger and cargo charter services supplementing the scheduled service of the certificated route air carriers. Supplemental air carriers are often referred to as "nonskeds," i.e., nonscheduled carriers.

**TRANSPORT RELATED EXPENSES:**

Expenses from services related to air transportation such as in-flight sales of liquor, food and other items: ground, restaurant and food services, rental expense as lessor, interchange sales, general service sales, mutual aid, substitute service and air cargo service (other than actual air movement).

**TRANSPORT RELATED REVENUES:**

Revenues from services related to air transportation such as enumerated above "Transportation Related Expenses."

**TRANSPORT REVENUES:**

Revenues from transportation by air of all classes of traffic in scheduled and nonscheduled service, including the performance of charters.

**HIGHWAY TERMINOLOGY**

**FEDERAL EXPENDITURES:**

Intergovernmental payments to the States, District of Columbia, and local governments plus direct expenditures for capital outlay, maintenance, administration, and research.

**MUNICIPAL MILEAGE:**

Roads inside city, municipal district, or urban boundaries: includes extensions of the state primary system, and state secondary roads within delimited incorporated and unincorporated places, and mileage under local control; e.g., local city streets, roads, and public ways not under State control within such places.

**RURAL MILEAGE:**

Roads outside city, municipal district, or urban boundaries.

**STATE AND LOCAL EXPENDITURES:**

Disbursements for capital outlay, maintenance and traffic surfaces, administration, and research, highway law enforcement and safety, and interest on debt.

**STATE PRIMARY SYSTEM:**

This refers to highways that have been so officially designated by States. They encompass the principal intercounty, intercity and interstate roads of all States.

**STATE SECONDARY ROADS:**

This mileage is reported in the tables for the States (taken from the Highway Statistics 1970 Bulletin) that have designated both a primary and a secondary system.

## AUTOMOBILE TERMINOLOGY

### ACCIDENT:

An accident is an unintended event that produces injury or damage. The word "injury" includes "fatal injury."

### FATAL ACCIDENT:

A fatal accident is any motor vehicle or other road vehicle accident that results in fatal injuries to one or more persons.

### LOCAL RURAL ROADS:

Streets outside urban boundaries other than principal arteries of travel.

### MAIN RURAL ROADS:

Streets outside urban boundaries that are generally recognized as principal arteries of travel.

### PASSENGER-MILES:

This figure represents the total distance traveled by all passengers in passenger cars and taxis. One passenger traveling 1 mile generates 1 passenger-mile.

### REVENUES - TAXI:

Fares paid by passengers riding in taxis.

### VEHICLE-MILES:

Automobile vehicle-miles are estimated by calculating the number of gallons of gas sold from gasoline tax receipts and multiplying by the average number of miles per gallon.

### VEHICLE-MILES (BY TYPE OF STREET):

These figures represent the total number of miles traveled by passenger cars, taxis, and motorcycles on the different types of streets. One vehicle traveling 1 mile generates 1 vehicle-mile.

### URBAN STREETS:

Streets within urban boundaries.

## BUS TERMINOLOGY

### COMMERCIAL BUS:

Any bus used to carry passengers at rates specified in tariffs; charges may be computed per passenger (as in regular route service) or per vehicle (as in charter service).

### EXPENDITURES — SCHOOL BUS:

This is the total expenditure for operation, maintenance, insurance, depreciation, operating taxes, licenses, and operating rents for vehicles used as school buses.

### INTERCITY BUS — CLASS I:

An interstate motor carrier of passengers with an average annual gross revenue of at least \$1,000,000 is defined by the ICC as a Class I carrier.

**INTERCITY BUS – TOTAL:**

This figure includes Class I, II, and III interstate carriers, all of which report to the Interstate Commerce Commission, and intrastate carriers.

**REVENUE PASSENGERS:**

Passengers on a commercial bus by or for whom a fare is paid.

**REVENUE PASSENGER-MILES:**

One revenue passenger carried 1 mile generates 1 passenger-mile. The revenue passenger miles reported thus represent the total distance traveled by all bus passengers.

**SCHOOL AND NONREVENUE BUS:**

Passengers using these are not directly charged for transportation, either on a “per passenger” or on a “per vehicle” basis.

**TAXES ASSIGNABLE TO OPERATIONS:**

Includes the amount of federal, state, county, municipal, and other taxing district taxes which relate to motor carrier operations and property use therein (except income taxes on ordinary income).

**VEHICLE-MILE:**

One vehicle traveling 1 mile generates 1 vehicle-mile. Total vehicle-miles, thus, gives the total mileage traveled by all vehicles.

**TRUCK TERMINOLOGY**

**AVERAGE LENGTH OF HAUL (MILES):**

The total number of ton-miles divided by the total number of tons carried.

**ICC-REGULATED CARRIER:**

A motor common carrier operating in interstate commerce under a grant of authority from the Interstate Commerce Commission and subject to its economic regulation.

**NON-ICC-REGULATED CARRIER:**

A motor carrier not subject to the economic regulation of the ICC. The category includes intrastate carriers, private carriers hauling only the goods of their owners, and carriers of commodities, the transportation of which is exempt from ICC economic regulation.

**OPERATING EXPENSES:**

This includes expenditures for equipment maintenance, supervision, wages, fuel, equipment rental, terminal operations, insurance, safety, and administrative and general functions.

**OPERATING REVENUES OF CLASS I INTERCITY MOTOR CARRIERS:**

This term is defined by the ICC to include the five categories of revenue listed in the text.

**REVENUE:**

The total amounts received by carriers for transportation and other services.

**TON-MILES:**

The transportation of 1 short ton (2,000 lbs) of freight a distance of 1 mile generates a 1 ton-mile.

**VEHICLE-MILES:**

This term includes miles operated by power units upon urban streets, main rural roads, and local rural roads.

**LOCAL TRANSIT TERMINOLOGY**

**HEAVY RAIL:**

Rail rapid transit services.

**LIGHT RAIL:**

Streetcar, trolley car, or light surface rail operations, including private right-of-way operations, typified by low platform stations, one-man operations at all times, capability for on-board fare collection, and actual on-board fare collection most of the time.

**MOTORBUS:**

Rubber tired, self-propelled transit vehicle with fuel supply carried on board the vehicle.

**OPERATING EXPENSES:**

These expenditures include outlays for maintenance, wages, fuel, licensing, insurance, rent, safety, operating taxes, and station operations.

**OPERATING REVENUE:**

Includes passenger revenue and revenue from charter and contract services.

**PASSENGER REVENUE:**

The total of all moneys paid by passengers to ride on scheduled trips. This includes single trip fares, and charges for transfers, weekly, monthly, and other unlimited-usage tickets.

**REVENUE PASSENGERS CARRIED:**

The total number of transit rides from origin to destination taken by passengers. Thus, a multi-vehicle ride would be counted only once. A ride by a nonrevenue passenger would not be counted.

**REVENUE VEHICLE-MILES:**

One vehicle (bus, trolley car, subway car, etc.) traveling 1 mile while revenue passengers are on board generates 1 revenue vehicle-mile. The revenue vehicle-miles reported thus represent the total mileage traveled by vehicles in scheduled or unscheduled revenue-producing services.

**TROLLEY COACH:**

A vehicle with the steering capability of a motor coach, running on rubber tires, but drawing power from electric overhead wires.

## WATER TRANSPORT TERMINOLOGY

### CLASS A CARRIERS BY INLAND AND COASTAL WATERWAYS:

A class A carrier by water is one with an average annual operation revenue that exceeds \$500,000.

### CLASS B CARRIERS BY INLAND AND COASTAL WATERWAYS:

A class B carrier by water is one with an average annual operating revenue greater than \$100,000 but less than \$500,000.

### COASTWISE TRAFFIC:

Domestic traffic is coastwise when it moves over the ocean, or the Gulf of Mexico; e.g., between New Orleans and Baltimore, New York and Puerto Rico, San Francisco and Hawaii, Puerto Rico and Hawaii. Traffic between Great Lakes ports and seacoast ports, when having a carriage over the ocean, is also deemed to be coastwise. The Chesapeake Bay and Puget Sound are considered internal bodies of water rather than arms of the ocean; traffic confined to these areas is deemed to be "internal" rather than coastwise.

### DOMESTIC FREIGHT:

All waterborne commercial movements between points in the United States, Puerto Rico and the Virgin Islands, excluding traffic with the Panama Canal Zone. Cargo moved for the military in commercial vessels is reported as ordinary commercial cargo; military cargo moved in military vessels is omitted.

### DOMESTIC PASSENGER:

Any person traveling on a public conveyance by water between points in the United States, Puerto Rico, and the Virgin Islands.

### DRY CARGO BARGES:

Large flat-bottomed, non-self-propelled vessels used to transport dry bulk materials such as coal and ore.

### EXPORTS:

Outbound international freight including re-export of foreign merchandise.

### IMPORTS:

Inbound international freight.

### INLAND AND COASTAL WATERWAYS

#### INLAND AND COASTAL CHANNELS:

These terms include the Atlantic Coast Waterways, the Atlantic Intracoastal Waterway, the New York State Barge Canal System, the Gulf Coast Waterways, the Gulf Intracoastal Waterway, the Mississippi River System (including the Illinois Waterway), Pacific Coast Waterways, the Great Lakes, and all other channels (waterways) of the United States, exclusive of Alaska, that are usable for commercial navigation.



#### INTERNAL TRAFFIC:

Traffic is internal when the entire movement between ports or landings takes place on inland waterways. The following types of movements are also termed internal: movements involving carriage on both inland waterways and waters of the Great Lakes, inland movements that cross short stretches of open waters that link inland systems; marine products, sand and gravel taken directly from beds of the oceans, the Gulf of Mexico and important arms thereof, and movements between offshore installations and inland waterways.

#### INTERNATIONAL (FOREIGN) FREIGHT:

Movements between the United States and foreign countries and between Puerto Rico, the Virgin Islands and foreign countries. Trade between U.S. territories and possessions (i.e., Guam, Wake, American Samoa, etc.) and foreign countries is excluded. Traffic to or from the Panama Canal Zone is included.

#### INTERNATIONAL PASSENGER:

Any person traveling on a waterborne public conveyance between the United States and foreign countries and between Puerto Rico and the Virgin Islands and foreign countries.

#### INTRATERRITORIAL TRAFFIC:

Traffic between ports in Puerto Rico and the Virgin Islands, which are considered as a single unit.

#### LAKEWISE OR GREAT LAKES:

These terms apply to traffic between U.S. ports on the Great Lakes system. The Great Lakes system is treated as a separate system rather than as a part of the inland system.

#### LOCAL:

Movements of freight within the confines of a port, whether the port has only one or several arms or channels, except car-ferry and general ferry, are termed "local." The term is also applied to marine products, sand, and gravel taken directly from the Great Lakes.

#### MARITIME CARRIERS:

Maritime carriers operate on the open sea; i.e., their operations must include a foreign or international component, and may include a domestic component.

#### MARITIME REVENUE:

Revenue received for operations in international or foreign shipping.

#### NON-SELF PROPELLED:

Vessels not containing within themselves the means for their own propulsion.

#### PASSENGER-MILE, INTERCITY:

Moving one passenger one mile on a trip between two cities generates one intercity passenger mile.

**SELF-PROPELLED TOWBOAT:**

A compact, shallow-draft boat with a squared bow and towing "knees" for pushing tows of barges on inland waterways.

**SCOWS:**

Large, flat-bottomed non-self-propelled vessels used to transport sand, gravel, or refuse.

**TANK BARGES:**

Large, flat bottomed non-self-propelled vessels used to transport fluids such as oils.

**TON-MILE:**

Moving 1 ton 1 mile generates 1 ton-mile.

**TON-MILE, DOMESTIC DEEP SEA:**

Moving 1 ton 1 mile by a domestic water carrier over open ocean generates 1 domestic deep-sea ton-mile.

**TONS OF FREIGHT HAULED:**

The figures for tons of freight hauled on domestic waterways include exports and imports.

**TUG:**

A strongly built boat used for towing and pushing, self-propelled.

**RAILROAD TERMINOLOGY**

**AVERAGE HAUL:**

The average distance in miles that 1 ton was carried. It is computed by dividing the number of ton-miles generated by the number of tons carried to generate that number of ton-miles.

**AVERAGE PASSENGER TRIP LENGTH:**

Calculated by dividing the number of revenue passenger miles by the number of revenue passengers carried.

**CAR MILEAGE:**

Movement of a car 1 mile is a car-mile.

**CLASS I RAILROAD:**

A railroad with an annual operating revenue of greater than \$5,000,000. Effective January 1, 1976, the minimum annual operating revenue requirement was raised to \$10,000,000.

**COMMUTATION TICKET:**

A ticket intended for use by a person traveling on a daily basis, i.e., to and from work; such a ticket is typically valid for an extended time period (i.e., a week or a month); the charge for such a ticket reflects a discount from the sum of the one-way fares that would be paid by the ticket-holder for the period of validity in the absence of such a reduced-rate ticket.

**EXPRESS REVENUE:**

Revenue from transportation of express shipments and from the use of facilities on trains and at stations incidental to such transportation.

**FREIGHT REVENUE:**

Revenue from the transportation of freight and from the exercise of transit, stop-off, diversion, and reconsignment privileges, as provided for in tariffs.

**LINE MILEAGE:**

The aggregate length of roadway of all line-haul railroads. It does not include the mileage of yard tracks or sidings, nor does it reflect the fact that a mile of railroad may include two or more parallel tracks. Jointly-used track is counted only once.

**LOCOMOTIVE MILEAGE:**

Movement of a locomotive unit 1 mile is a locomotive-mile.

**LOCOMOTIVES:**

Self-propelled units of equipment designed solely for moving other equipment.

**MAIL REVENUE:**

Revenue from the transportation of mail at established rates, and for services and facilities provided in connection with the handling of U.S. mail.

**OPERATING EXPENSES:**

Expenses of furnishing transportation service, including maintenance and depreciation.

**OTHER REVENUE:**

This is a general heading that includes revenues from miscellaneous operations (i.e., dining and bar car services), income from lease of road and equipment, miscellaneous rent income, income from non-operating property, profit from separately operated properties, dividend income, interest income, income from sinking and other reserve funds, release or premium on funded debt, contributions from other companies, and other miscellaneous income.

**PASSENGER REVENUE — COMMUTATION:**

Revenue from the sale of commutation tickets.

**PASSENGER REVENUE — OTHER THAN COMMUTATION:**

Revenue from the transportation of paying passengers not holding commutation tickets; this classification includes basic one-way and round trip fares, discounted fares offered for the clergy and military, special excursion fares offered to travelers meeting the requirements for eligibility for those fares, (i.e., origin/destination, time of travel, length of stay at destination), revenue from the extra charges made for occupancy of space in parlor and sleeping cars, and revenue from the transportation of corpses.

**PASSENGER TRAIN CARS:**

Cars typically found in passenger trains include coaches, sleeping cars (formerly called Pullman cars), parlor cars, dining cars, lounge cars, baggage cars, crew-dormitory cars, and observation cars.

**REVENUE PASSENGERS CARRIED — COMMUTATION:**

Number of one-way trips made by persons holding commutation tickets.

**REVENUE PASSENGERS CARRIED — OTHER THAN COMMUTATION:**

Number of one-way trips by passengers paying their fares at other than commutation ticket rates; this excludes passengers lawfully traveling without paying.

**REVENUE PASSENGER-MILE:**

One revenue passenger traveling 1 mile generates 1 revenue passenger-mile. The revenue passenger-miles reported thus represent the total distance traveled by all railroad passengers.

**REVENUE TON-MILES:**

The product of weight of the contents of a freight car in tons and the distance transported in miles; i.e.,  $n$  tons moving  $m$  miles generate  $n \times m$  ton-miles.

**TOTAL OPERATING REVENUES:**

The amount of money that carriers become entitled to receive from transportation and from operations incident thereto.

**OIL PIPELINE TERMINOLOGY**

**ICC-REGULATED PIPELINE:**

A pipeline company operating in interstate commerce under a grant of authorization from the Interstate Commerce Commission, and subject to economic regulation by the Commission. Such a pipeline company is required to report relevant statistics to the ICC.

**NON-REGULATED PIPELINE:**

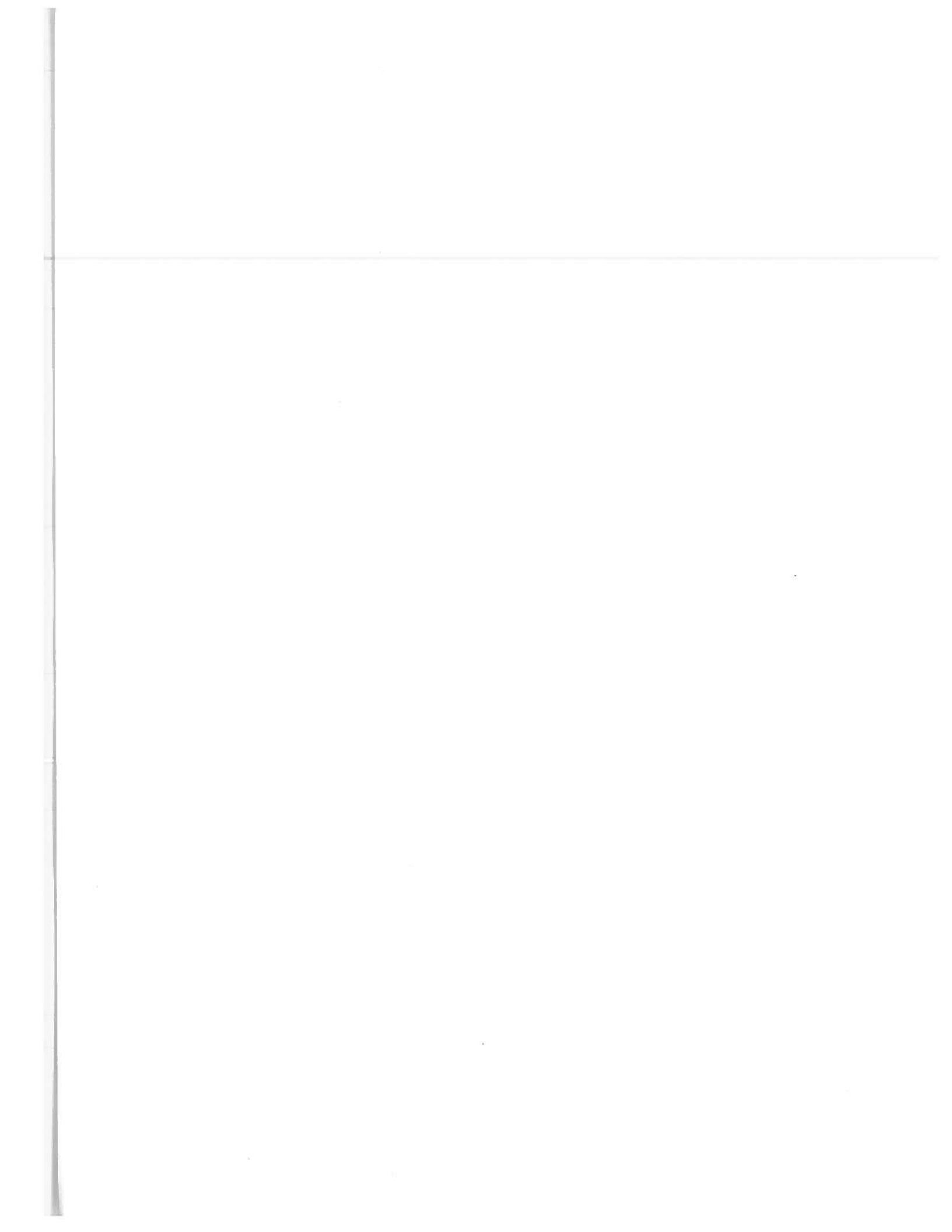
A pipeline company not operating as a common carrier in interstate commerce, hence neither required to secure a grant of operating authority from the Commission nor to report to it.

**OPERATING EXPENSES:**

Expenditures necessarily made while providing services by which operating revenue is earned.

**OPERATING REVENUE:**

Revenue from the transportation of oil and from services incidental to such transportation.



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## NOTES

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