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**Appendix E**

**Highways — Buslines, City and Intercity: Basic Series**

Table E-1

BUSLINES: PASSENGER TRAFFIC, 1925-1946<sup>a</sup>

	CITY <sup>b</sup> Revenue Passengers (bil.)	INTERCITY		
		Revenue Passengers <sup>c</sup> (bil.)	Revenue Passenger-Miles <sup>d</sup> (bil.)	Average Journeys <sup>e</sup> (miles)
1925	0.8	0.19	3	19
1926	1.0	0.22	4	20
1927	1.2	0.24	5	21
1928	1.2	0.27	6	21
1929	1.4	0.30	7	23
1930	1.4	0.30	7	23
1931	1.3	0.28	7	24
1932	1.3	0.25	6	25
1933	1.3	0.23	6	28
1934	1.8	0.27	7	26
1935	2.1	0.29	8	26
1936	2.6	0.35	9	26
1937	2.7	0.39	10	26
1938	3.2	0.37	10	26
1939	3.4	0.31	10	31
1940	3.8	0.36	12	33
1941	4.5	0.38	14	36
1942	6.5	0.62	22	35
1943	7.4	0.95	27	29
1944	8.6	1.08	27	24
1945	7.9	0.87	27	31
1946	8.5	0.97	26	27

<sup>a</sup> Includes buslines operated in association with, as subsidiaries of, or as successors to steam and electric railways. Does not include trolley buses, which are covered in Appendix D.

<sup>b</sup> National Association of Motor Bus Operators, *Bus Facts* (annual). Data cover city and city-suburban service (common carrier operations), but do not include charter, sightseeing or school buses.

<sup>c</sup> For source, see note b. It seems to be generally agreed that estimates published for years prior to 1937 were too high, but no systematic revision has ever been undertaken. Therefore the published estimates for 1925-36 have been written down as follows: wherever a downward revision was subsequently published, but earlier figures were not republished in revised form, we assumed that the revision applied to them also, and lowered them correspondingly.

<sup>d</sup> 1941-46, estimates by the ICC published in its *Annual Reports*; 1925-40, based on preceding column and trade opinion concerning change in length of haul.

<sup>e</sup> This series should be treated with reserve. As explained in note d, for 1925-40 the figures are merely informed guesses. For 1941-46 the ICC passenger-mile estimates are based, at least in part, on the passenger totals given here and should be comparable with them. However the sharp fluctuations in the computed average journey during 1942-46 suggest differences of coverage between the two preceding columns.