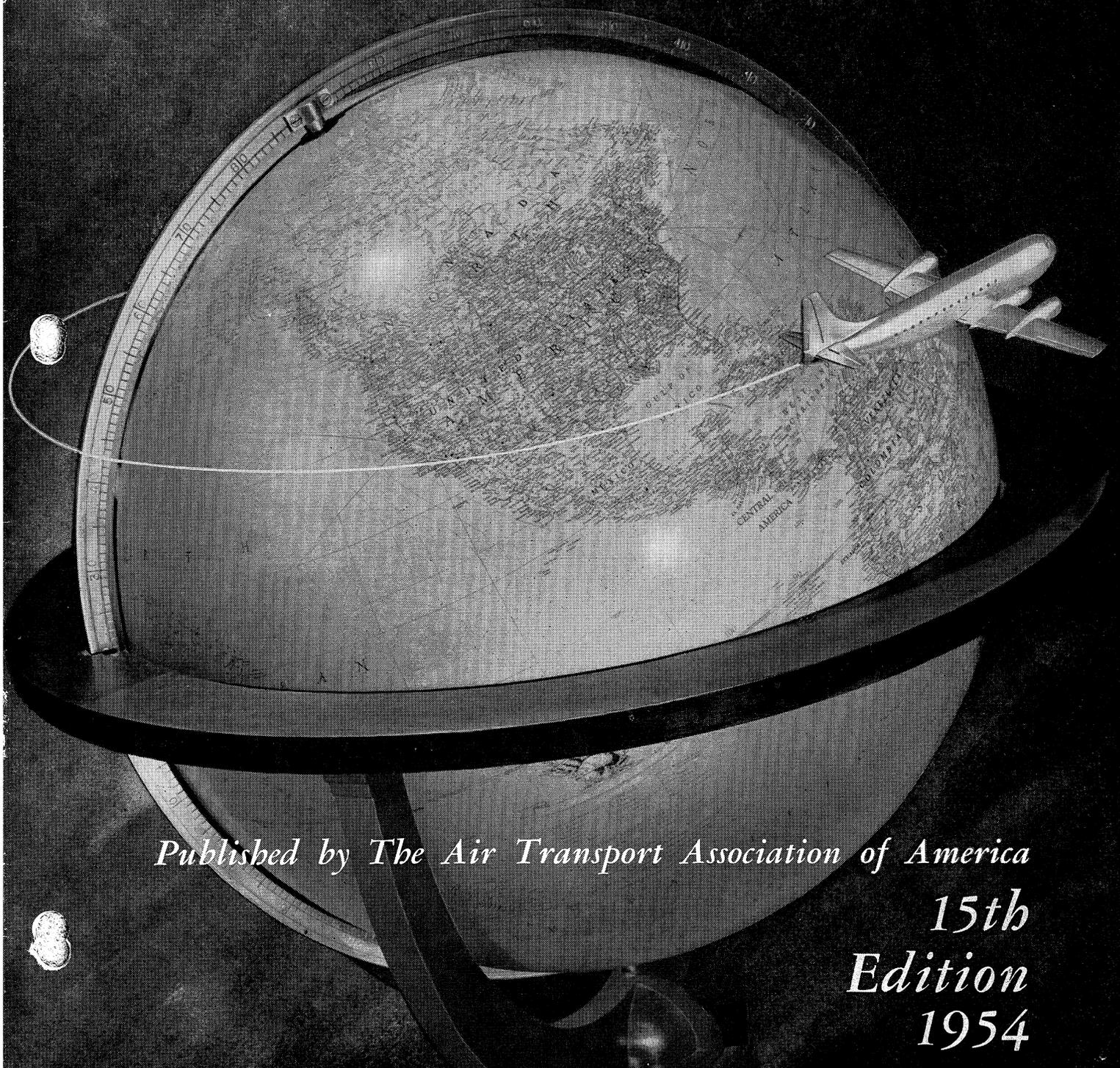


*A Report of
The Scheduled Certificated Airlines
of the United States*

AIR TRANSPORT FACTS and FIGURES



Published by The Air Transport Association of America

*15th
Edition
1954*

Saluting ATA's New President



Earl Dallam Johnson, the new President of the Air Transport Association, was a member of the Reserve Officers Training Corps at the University of Wisconsin, from which he graduated in 1928. In 1932, he graduated as a pilot from the Air Corps Training Centers at Randolph and Kelly Fields, Texas, and was ordered to active duty at Langley Field, Virginia.

In February, 1933, Mr. Johnson left the Air Corps and joined Loomis, Sayles and Company, economic consultants and investment counselors. He became a director of the firm in 1938 and vice president in 1941.

Mr. Johnson reported for active duty in June, 1942, as a first lieutenant and pilot in the Ferrying Division of the Air Transport Command. The last year of the war he was Deputy Commander of the Ferrying Division of the Air Transport Command. Leaving the service as a Colonel in March, 1946, he returned to Loomis, Sayles and Company, again as a director and vice president.

Mr. Johnson was nominated by President Truman as Assistant Secretary of the Army May 9, 1950. In this position, he exercised policy supervision over Army manpower and personnel matters, the Army Civilian Personnel Division, the Office for Occupied Areas, the Review Board Council and its component parts,

the National Guard of the United States, the Organized Reserve Corps and the ROTC.

Mr. Johnson represented the Department of Defense in negotiations for the Japanese Peace Treaty at Tokyo and San Francisco during 1951, working directly with Secretary of State Dulles, then Consultant to the Secretary of State and personal representative of the President. During 1952, both in Tokyo and Washington, he represented the Department of Defense in formulating the Administrative Agreement with Japan.

On April 23, 1952, he was designated as Assistant Secretary of the Army for Procurement and Research and Development by Secretary of the Army Frank Pace, Jr. On October 6, 1952, he was sworn in as Under Secretary of the Army.

President Eisenhower renominated Mr. Johnson as Under Secretary of the Army February 4, 1953. He had direct responsibility for general management, research and development, and all fiscal and budgetary aspects of the Army's operation.

On February 1, 1954, Mr. Johnson became President of the Air Transport Association. On March 9, he was elected President of Air Cargo, Inc. He is also Director and Chairman of the Board of the Panama Canal Company, which operates a railroad and a steamship company.



Scheduled Airlines Continue To Set New Records

The year 1953 saw the scheduled airline industry of the United States honoring the Golden Anniversary of the Wright Brothers' historic flight at Kitty Hawk with a series of new traffic records. During a year when their passenger traffic grew approximately twice as fast as in 1952, the U. S. domestic and international scheduled airlines carried 31,215,000 passengers, 18,059,000,000 passenger miles, a gain of 14.0 percent in passengers and 16.1 percent in passenger mileage over 1952.

Mail ton miles jumped to about 96,950,000, registering a gain of 6.2 percent above the previous year, while the volume of freight and express flown in 1953 amounted to 251,373,000 ton miles, for a gain of 12.5 percent over 1952.

The passenger mile gains reflect the increasing penetration of the scheduled airlines into the common-carrier market. During 1953, domestic scheduled airlines accounted for 65 percent of air-plus-pullman travel and 24 percent of total inter-city travel by common-carrier (rail, bus and air). In 1952, these figures were 57 percent and 20 percent respectively.

Increased Lift Capacity

The daily emergency lift capacity of the scheduled airlines has grown from 2,924,816 seat miles in 1938 to 93,412,505 seat miles in 1953, representing an increase of more than 3,094 percent.

This increased lift capacity results from the new, larger and faster aircraft which have been introduced into the scheduled airline fleet. For example, the current fleet includes six transport models which were not in service in 1950. They are: the Convair 340 and the Martin 404, each carrying about 40 passengers; the DC-6B, which carries about 60 passengers; the L-1049 (Con-

stellation) and the DC-7, each of which is capable of flying more than 70 passengers; and the L-1049E (Super Constellation), which carries about 80 passengers. Today the scheduled domestic and international airline fleets number 1,280 aircraft, 695 of which are 2-engine and 585 are 4-engine. It is estimated that this number will be augmented by 163 aircraft, mainly 4-engine types, during 1954-1955.

Reduced Airline Fares

Passenger miles carried at reduced rates—which include coach, tourist and family-plan traffic—grew from a total of 251,288,000 passenger miles in 1949 (the first full year of coach-tourist operations) to 3,710,142,000 passenger miles in 1953—an increase of 1376 percent. This accounts for approximately 25 percent of all domestic passenger mileage. Air coach-tourist traffic alone registered more growth in 1953 than any other segment of U. S. scheduled airline operations.

This was true to an even more striking degree in international traffic. The heaviest international air bookings in airline history characterized 1953. Of the total 2,670,124 international air travelers, about 934,625 or 35 percent, were in the coach-tourist category. This traffic has been developed largely since 1951. Only San Juan, Puerto Rico has coach service prior to that time.

Since April 1, 1954, coach-tourist travelers have been able to encircle the globe for the first time at reduced fares, about 25 percent below the present first-class fare.

Local Service Airlines

Reflecting the over-all growth in the industry, the local service airlines in 1953 registered gains in all categories of service. Passenger miles totaled 391,384,000, an increase of 15.2 percent over 1952. Mail ton-miles scored a new high of 1,001,000, up more than 9.8 percent above the previous year.

As in the other categories, the volume of freight and express carried by the local service carriers rose to 2,134,000 ton-miles, for a gain of 6.5 percent above 1952.

First-Class Mail By Air

Since October of 1953, the scheduled airlines have been conducting an experiment for the Post Office Department which is bringing improved service to the public and proving a deficit-reducer for the Department. This experiment involves the flying of first-class mail by air—at the first-class postal rate—when such means will give the fastest service. For example, the run between New York and Chicago alone is realizing revenues for the Post Office Department,

after payment to the carriers, of more than \$2,000 per ton of mail flown. Specifically, the Department is realizing \$2,314 a ton, of which \$134.66 is paid to the airlines for services rendered. This means that the airlines receive only 5.8 percent of the postal revenues for flying the New York-Chicago mail and the remaining 94.2 percent, or \$2,179.34 on each ton, is retained by the Post Office to pay ground expenses.

This expedited and profitable service is also operating between Washington and Chicago, as well as between the following points: Washington-Jacksonville; Washington-Tampa; Washington-Miami; New York-Jacksonville; New York-Tampa; New York-Miami; Chicago-Jacksonville; Chicago-Tampa; Chicago-Miami.

In addition to bringing improved mail service to some of the larger U. S. Cities, the scheduled airlines have proved that first-class mail can be flown to "small-town" America without costing the government a single penny.

More than 350 U. S. Cities were served by the 14 local service airlines—on the expedited first-class mail basis—for a week just before Christmas. A substantial number of these cities have populations of as few as 3,000 people. For serving these points, the local service airlines received less than \$15,000, while they generated revenues for the Post Office, after payments to themselves, amounting to more than \$500,000.

In other words, the scheduled airlines have demonstrated—and are currently demonstrating—that they are capable of bringing greatly improved mail service—at the lowest rates in air mail history—to the country as a whole and at the same time make money for the Post Office Department.

compares with 80.22 percent for passenger travel in 1952.

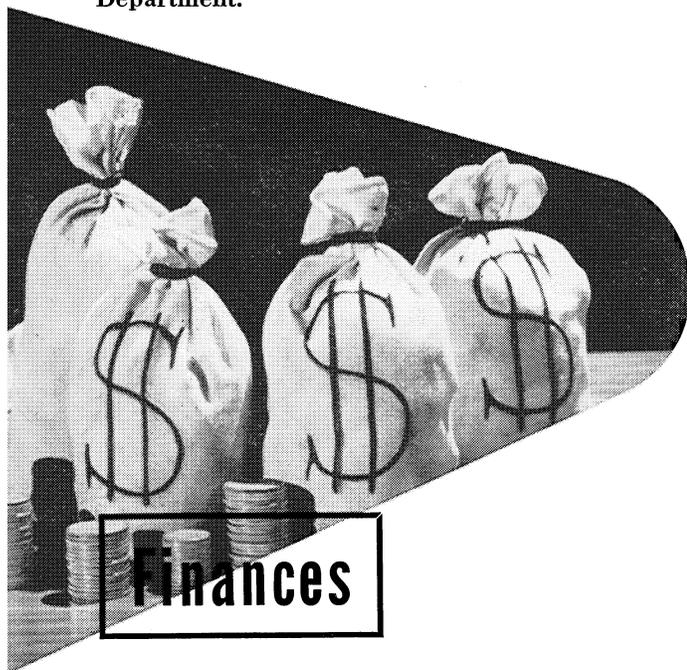
Total operating expenses were 13.9 percent above those in 1952—\$1,162,106,000 as against \$1,020,657,000.

Air Travel Cheaper And Better

In 1938, a regular domestic air-line passenger could travel at 5.2 cents per passenger mile. Despite the 90 percent increase in the General Consumer price level since that time, the passenger can now travel in coach-tourist service at 4.1 cents per passenger mile. Moreover, this tourist service is higher in quality than regular service was 16 years ago.

Internationally, a regular passenger paid 8.33 cents per passenger mile in 1938. Today, he can avail himself of this class of travel for 6.96 cents a passenger mile—and in much better style.

These fare reductions, coupled with the vast improvements in safety and service have increased scheduled domestic passengers from about 1,197,100 in 1938 to more than 28,500,000 in 1953; internationally, from 109,000 in 1938 to about 2,670,000 in 1953.



Finances

The scheduled airlines operating revenues in 1953 topped 1952's billion dollar plus figure, with a new high of 1,278,548,105. This represents a 13.0 percent increase over the previous year. In 1953, passengers accounted for about 82 percent of total industry revenues. This



Safety

Safety continued to be the major concern of the scheduled airline industry during 1953. Flying more than 31 million passengers more than 18 billion passenger miles with a fatality rate of .48 per 100 million passenger miles, the scheduled domestic and international carriers set the best safety record in their history. This safety achievement was made during a year

when there was a scheduled landing or take-off every 5½ seconds, or 15,000 per day.

This notable reduction in the air fatality rate is eloquent testimony to the fact that the scheduled airlines' unflagging efforts to develop and perfect aids to safe, all-weather flying are paying off.



**Less Distance
More Speed**

Travel by air is not only faster, but it is shorter.

| Between New York and | Distance (In Miles) By Rail | By Air | % Air Is Shorter Than Rail Distance |
|----------------------|-----------------------------|--------|-------------------------------------|
| Washington | 225 | 215 | 4.4% |
| Pittsburgh | 472 | 320 | 32.2 |
| Cleveland | 578 | 417 | 27.9 |
| Detroit | 648 | 511 | 21.1 |
| Cincinnati | 755 | 585 | 22.5 |
| Atlanta | 861 | 762 | 11.5 |
| Chicago | 908 | 724 | 20.3 |
| Miami | 1,346 | 1,100 | 18.3 |
| Dallas | 1,642 | 1,381 | 15.9 |
| Los Angeles | 3,103 | 2,475 | 20.2 |
| San Francisco ... | 3,171 | 2,580 | 18.6 |

How Fast Is A Mile?

Domestic scheduled air transportation within the past decade has increased its average speed from 155.6 miles per hour to 200.6 miles per hour, or 28.9 percent. It is interesting to compare this with that of railroad passenger trains which averaged 34.8 miles per hour in 1944

and rose to 39.1 miles per hour in 1953, a growth of 12.4 percent. However, even shortly after the establishment of the Civil Aeronautics Board, as contrasted to the present, relative speeds were:

| | Rail | Air |
|----------------|-------------|--------------|
| 1939 | 37.0 m.p.h. | 153.3 m.p.h. |
| 1953 | 39.1 m.p.h. | 200.6 m.p.h. |
| Increase | 5.9% | 30.9% |

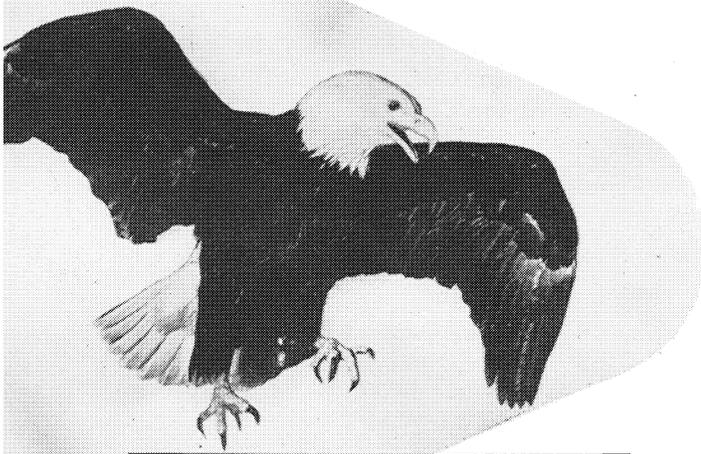


**Improved Service
By Helicopter**

The spectacular exploits of the helicopter during the Korean Campaign are now recognized by the Public as the forerunner to a new airborne transportation service. At present, three helicopter carriers conduct scheduled operations within the metropolitan areas of New York, Chicago, and Los Angeles. Recently, a scheduled trunk-line carrier began limited rotary-wing services in the Miami area.

Since December 1952 the scheduled airlines, through its ATA Rotorcraft Committee, have assumed responsibility and leadership in planning for future integration of helicopters into their established pattern of conventional, fixed-wing operations. Working jointly with the manufacturer members of the Helicopter Council of the Aircraft Industries Association, the CAA and the CAB, the scheduled airlines will spare no effort to bring safe, scheduled convenient multi-engine helicopter transportation to the American public as soon as practicably possible.

Based on present and projected air-traffic statistics, sub-committees of the ATA Committee on Rotorcraft are making studies to determine helicopter and heliport requirements throughout the U. S.



National Defense

The role of the scheduled airlines in maintaining the security of the Nation was epitomized in early 1954 when they received the National Defense Award from the Reserve Officers Association of America. The award recognized the scheduled airline industry's vital overseas contribution of transport aircraft and skilled personnel to the defense of the United States and of the free world during World War II, the Berlin Airlift and Korea, while, at the same time, expediting the swift movement of troops and key military personnel, as well as speeding up the production of essential war supplies, on the home front.

The award also recognized the scheduled airlines' defense role in the Nation's current mobilization planning, under which 300 of their 4-engine transport aircraft, together with the necessary crews and equipment to operate them, serve as a stand-by fleet, available to the military on 24 hours notice.

The value to the Nation of these aircraft is most forcefully brought out when it is realized what they represent in terms of dollars. The probable cost to the U. S. Treasury, should the Government purchase 300 scheduled aircraft to replace the emergency pool of 300 scheduled commercial aircraft now earmarked and partially modified for military service, would be about \$300,000,000. This does not include the annual cost of crew training, maintenance and related air and airways facilities, which represents another \$300,000,000.

Despite turning over such a substantial part of their fleet to the military, the scheduled airlines would still be able to fly more commercial traffic than they do at the present time. This can be done because utilization of the remaining aircraft and resulting heavy load factors would increase more than their fleet size diminished.

Military Bureau

Toward assisting the national defense effort at the domestic level, the scheduled airlines are expediting the movement of military

personnel through their Military Bureau. In this way they are demonstrating to the military that movements of large groups of men, long regarded only in terms of train or shipload, can be effected by air at considerable saving of time and money to the Federal Government.

For example, in 1953, the scheduled airlines handled more than 818,000 military passengers. The fast movement of these passengers saved the government 22,054,325 man hours, representing a manpower saving of approximately 8,797 men working 48 hours per week for an entire year. This is equivalent to the productive time of more than one half of an Army Division. In terms of the base pay of an Army Private, in productive time alone, the savings to the military would amount to \$2,407,000.

The largest airborne movement handled by the Military Bureau to date involved over 3,000 men in service. Transcontinental movements of 650 or more are routine in scheduled air carriers. Such movements are operating in and out of every major Air Force installation and are carrying troops to and from practically every major Army, Navy and Marine installation in the country.

Military Freight By Air

In addition to expediting the movement of military personnel, the scheduled airlines are bringing improved freight service to the military. This is due in part to decentralization of the control of military freight movements. Whereas in the past it was usually necessary to obtain authority from military headquarters in Washington, D. C. before sending sizeable military shipments by air freight, today there are four additional military transportation offices authorized to handle such movements.

These Zone or field offices are authorized to determine the mode of transporting military freight consignments weighing more than 500 pounds less than 5,000 pounds.

Operating under the Chief of Transportation, Department of the Army, the headquarters of the four Zones and the geographical areas served by them are: Pittsburgh, Pa., which serves the 16 Northeastern states; Memphis, Tenn., serving the 12 Southeast and Southcentral states; St. Louis, Mo., the 9 Northcentral states; and Salt Lake City, Utah covering the 11 Western states.

The scheduled airlines have established a parallel organization to provide a similar function through their own cargo departments. Consequently, when a Zone Transportation Officer decides to send a military consignment by air freight, he merely contacts the designated airline representative in the Zone concerned for the service desired. This airline representative, in turn, has immediate access to any or all of the other airlines who may be involved in the movement.

In this way, the scheduled airlines are endeavoring to assist the military in expediting their air-freight movements.

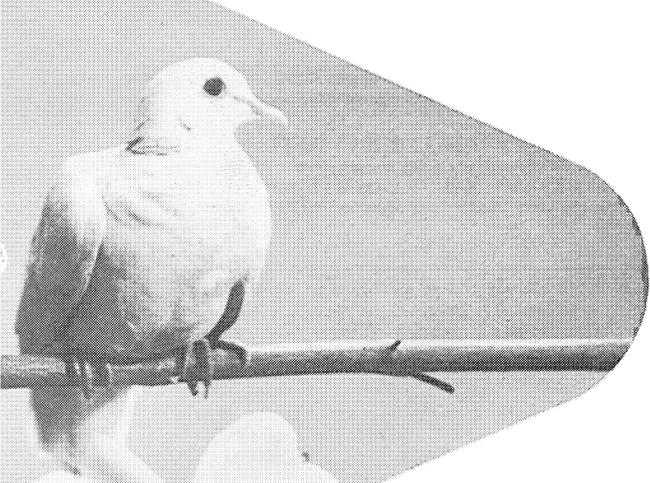
Scheduled Air Transportation

Growth

The following pages cover the growth of the U. S. scheduled airlines from World War II to the present. They have been organized in such a way as to present most effectively the importance of the continuing achievements in safe, fast and economical scheduled air transportation to U. S. trade, travel and the national security. The statistics here shown were drawn from the records of the Civil Aeronautics Board, the Civil Aeronautics Administration and the Interstate Commerce Commission.

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Foreign Travel- Trade-Peace

Americans traveling abroad in 1952 made more dollars available to foreign countries than those countries received for any commodity they sell to Americans except coffee. Foreign nations earned approximately \$771 from each U. S. traveler and more than \$1,000,000,000 from them all.

In order to earn an equivalent number of dollars by sales to the United States, foreign countries would have to increase their sales of cotton manufactured goods to the United States by 12 times those of 1951. In more general terms, to replace this \$1,000,000,000 by exporting manufactured goods to the United States, foreign countries would have to double all their 1951 sales of such goods in the United States.

In other words, U. S. foreign travel, in effect, constitutes one of the most valuable imports now being made into the United States. Foreign travel by Americans is equivalent to an import because it moves them to the goods they buy, for which they pay dollars, rather than moving the goods to them, for which they also pay dollars.

The trade relations generated by foreign travel sustain peace.

Air Transportation, by reducing the round-trip travel time from ten to two days, has made foreign travel possible for thousands of people for whom a foreign trip was heretofore out-of-reach because of the travel time required. By air, a foreign tour can readily be completed in a two or three week vacation. That such travel is possible is illustrated by the tour of 141 factory workers made in July of 1953. The earnings of these employees who worked in one plant ranged from \$3000 to \$3500 per year, and they took a tour of Europe during their vacation period.

At the present time there are seven recognized classes of air carriers in the air transport industry of the United States. This classification is used by the Civil Aeronautics Board in connection with the economic regulation of the industry under the Civil Aeronautics Act and is largely based on the scope of operations authorized or allowed by that Act. Classes One to Six have certificates of convenience and necessity and conduct regularly scheduled services.

1. The Domestic Trunk Lines include those air carriers which presently have permanent operating rights within the continental United States. These rights derive largely from operations by present or predecessor companies antedating the Civil Aeronautics Act of 1938 which granted them "grandfather rights." There are currently thirteen trunk lines, most of which operate high-density traffic routes between the principal traffic centers of the United States.

| | | | |
|--|-------------------------------------|------------------------------------|----------------------------------|
| American Braniff Capital Colonial | Continental Delta-C&S Eastern | National Northeast Northwest | Trans World United Western |
|--|-------------------------------------|------------------------------------|----------------------------------|

2. The Domestic Local Service Lines have, with one exception, been certificated since 1945 for limited periods of time. These carriers operate routes of lesser traffic density between the smaller traffic centers and between these centers and principal centers. The fourteen local service lines are:

| | | | |
|--|---|--|--|
| Allegheny Bonanza Braniff Central | Frontier Lake Central Mohawk North Central | Ozark Piedmont Pioneer Southern | Southwest Trans Texas West Coast |
|--|---|--|--|

3. The International and Overseas Lines include all U. S. flag air carriers operating between the United States and foreign countries other than Canada. Some of these carriers conduct operations between foreign countries and some are extensions of domestic trunk lines into Mexico and the Caribbean.

| | | | |
|--|---|---|---|
| American Braniff Caribbean Atlantic Colonial Delta-C&S | Eastern Mackey ² Midet ² National Northwest | Pacific Northern Pan American Pan American-Grace Resort ¹ | South Pacific ² Trans World U. M. C. A. ² United |
|--|---|---|---|

4. The Territorial Lines include two groups of carriers. The Insular Lines operate in the U. S. Island possessions in the Pacific and the Caribbean and the Alaskan Lines operate between the U. S. and Alaska and within Alaska.

| | | | | |
|--|---------------------|----------------------------------|---|--|
| <i>Insular Lines</i> | | <i>Alaskan Lines</i> | | |
| Operating between the U. S. and Alaska | | | | |
| | | Operators within Alaska | | |
| Hawaiian Trans-Pacific | Alaska Northwest | Pacific Northern Pan American | Alaska Alaska Coastal Alaska Island Bristol Bay Byers Christensen Cordova | Ellis Munz Northern Consolidated Pacific Northern Pan American Reeve Aleutian Wien |

5. The All Cargo Lines operate under special temporary certificates authorizing scheduled cargo flights between designated areas in the U. S., and in one case to the Caribbean. These carriers cannot carry either mail or passengers.

| | | |
|---|-----------------|----------------|
| Aerovias Sud Americana Flying Tigers | Riddle Slick | U. S. Airlines |
|---|-----------------|----------------|

6. The Helicopter Airmail Lines presently operate between airports, central post offices, and suburbs in New York, Chicago and Los Angeles. The Los Angeles carrier commenced hauling air express during 1953 and the New York carrier commenced freight service over many portions of its routes and passenger service between the three major metropolitan airports. These carriers hold temporary certificates and are considered to be experimental in nature.

| | | |
|------------------------|---------------------|------------------|
| Helicopter Air Service | Los Angeles Airways | New York Airways |
|------------------------|---------------------|------------------|

7. Non-certificated Air Carriers include a diversified group of operators who, with the exception of the air taxi operators and air freight forwarders, are not authorized to engage in regularly scheduled service. They are described in the CAB 1953 Annual Report as follows:

Operators of various types of air services have been authorized by the Board through the exemption process, rather than through the requirement that a certificate of convenience and necessity be obtained. At present this group includes:

| | |
|---|-------|
| Large irregulars and irregular transport carriers | 56 |
| Air Taxi operators | 1,375 |
| Non-certificated cargo carriers | 3 |
| Alaska pilot-owners | 110 |
| Non-certificated Alaskan air carriers | 9 |
| Air freight forwarders | 56 |

¹ Certificated cruise carrier.

² Certificated non-mail carriers. Statistical data of these carriers are not included in the following statistical tables.

DOMESTIC TRUNK AND LOCAL SERVICE AIRLINE

ROUTE MILEAGE

AND

CITIES CERTIFICATED

FOR SERVICE BY CAB

| YEAR | Duplicated Route Mileages ¹ | Average Route Miles Operated ² | No. Cities Authorized For Services | No. Cities Actually Served |
|------|--|---|------------------------------------|----------------------------|
| 1944 | 49,482 | 47,384 | 401 | 237 |
| 1945 | 51,433 | 47,960 | 405 | 287 |
| 1946 | 77,175 | 52,745 | 580 | 477 |
| 1947 | 114,910 | 60,870 | 663 | 479 |
| 1948 | 138,501 | 68,111 | 745 | 521 |
| 1949 | 142,429 | 71,879 | 793 | 525 |
| 1950 | 147,135 | 76,686 | 798 | 580 |
| 1951 | 162,353 | 76,383 | 790 | 580 |
| 1952 | 162,125 | 77,617 | 761 | 584 |
| 1953 | 167,137 | 76,761 | 734 | 580 |

¹The system mileage for each carrier is determined by its several mail routes authorized by the CAB. Since a pair of cities like Boston and New York may occur in several mail routes of a single carrier, there is a substantial duplication in using the consolidated mileages of mail routes as a system figure. Data are as of December 31st of each year.

²This data reflects the average number of unduplicated route miles over which the airlines actually operated during the last quarter of each year.

BREAKDOWN OF CITIES AUTHORIZED FOR SERVICE BY DOMESTIC TRUNK AND LOCAL SERVICE AIRLINES DECEMBER 31, 1953

| | Cities Served | Cities Not Served | Total |
|-------------------------------------|---------------|-------------------|------------|
| Trunk Lines exclusively | 199 | 26 | 225 |
| Local Service Airlines exclusively | 195 | 124 | 319 |
| Combination Trunk and Local Service | 186 | 5 | 191 |
| Total | 580 | 155 | 735 |

NUMBER OF AIRPORTS BY CLASSES, CONTINENTAL UNITED STATES 1941-1952

| AIRPORT CLASS ¹ | 1941 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Class I and Under (Unpaved 1800'-2700', Paved 1800'-2500') | 1,523 | 2,491 | 3,525 | 4,006 | 4,013 | 4,005 | 3,838 | 3,650 |
| Class II (Unpaved 2700'-3700', Paved 2500'-3500') | 702 | 758 | 845 | 972 | 995 | 964 | 960 | 945 |
| Class III (Unpaved 3700'-4700', Paved 3500'-4500') | 187 | 485 | 422 | 471 | 475 | 507 | 507 | 504 |
| Class IV (Unpaved 4700'-5700', Paved 4500'-5500') | 72 | 443 | 314 | 361 | 364 | 376 | 375 | 358 |
| Class V (Unpaved 5700'-6700', Paved 5500'-6500') | .... | 313 | 100 | 131 | 133 | 139 | 129 | 125 |
| Class VI (Unpaved 6700'-7700', Paved 6500'-7500') | .... | .... | 52 | 7 | 73 | 81 | 82 | 97 |
| TOTAL | 2,484 | 4,490 | 5,258 | 5,948 | 6,053 | 6,072 | 5,891 | 5,679 |

¹Airport Class is determined by the length and construction of the longest runway.

AIRCRAFT OPERATED

BY U. S. DOMESTIC AND INTERNATIONAL

AIRLINES ¹ As of December 31—For Selected Years

| Aircraft Type | No. of Engines | 1941 | | 1946 ² | | 1952 ² | | 1953 ² | |
|---------------------------|----------------|----------|----------------|-------------------|----------------|-------------------|----------------|-------------------|----------------|
| | | Domestic | Inter-national | Domestic | Inter-national | Domestic | Inter-national | Domestic | Inter-national |
| Boeing | | | | | | | | | |
| 247-D | 2 | 28 | 1 | 4 | 3 | .. | .. | .. | .. |
| 307-B | 4 | 5 | 3 | 5 | .. | .. | .. | .. | |
| 377 | 4 | .. | .. | .. | .. | 16 | 44 | 16 | 43 |
| Convair | | | | | | | | | |
| 240 | 2 | .. | .. | .. | .. | 99 | 91 | 90 | 91 |
| 340 | 2 | .. | .. | .. | .. | 25 | .. | 103 | 18 |
| Douglas | | | | | | | | | |
| DC-2 | 2 | 13 | 8 | .. | .. | .. | .. | .. | .. |
| DC-3 | 2 | 225 | 38 | 470 | 63 | 381 | 41 | 331 | 47 |
| DST | 2 | 45 | .. | .. | .. | .. | .. | .. | .. |
| DC-4 | 4 | .. | .. | 158 | 50 | 124 | 101 | 126 | 100 |
| DC-6/6B | 4 | .. | .. | .. | .. | 161 | 124 | 175 | 155 |
| DC-7 | 4 | .. | .. | .. | .. | .. | .. | 10 | 10 |
| Lockheed | | | | | | | | | |
| Electra | 2 | 16 | 9 | 3 | .. | .. | .. | .. | .. |
| Lodestar | 2 | 13 | 7 | 11 | .. | 11 | .. | 11 | .. |
| Constellation | 4 | .. | .. | 12 | 31 | 101 | 64 | 104 | 58 |
| Super Constellation | 4 | .. | .. | .. | .. | 24 | 14 | 31 | 21 |
| Martin | | | | | | | | | |
| 202 | 2 | .. | .. | .. | .. | 21 | .. | 25 | .. |
| 404 | 2 | .. | .. | .. | .. | 96 | .. | 100 | .. |
| Sikorsky | | | | | | | | | |
| ..... | 2 | 5 | 17 | .. | .. | .. | .. | .. | .. |
| Stinson | | | | | | | | | |
| ..... | 1 | 9 | .. | 10 | .. | .. | .. | .. | .. |
| TOTAL | | 359 | 83 | 673 | 147 | 1058 | 479 | 1122 | 543 |

¹ Domestic airline group includes trunk, local service and insular territorial airlines.

² Certain domestic trunklines have aircraft certificated for both domestic and international operations. The number of aircraft certificated for both operations are as follows: 1946, 16; 1952, 253; 1953, 385.

NEW TYPE AIRCRAFT

IN SCHEDULED SERVICE

Operated As of December 31, 1953 and Scheduled for Delivery Prior to 1956 U. S. Domestic and International Airlines

| Aircraft Type | Number in Scheduled Service as of 12/31/52 | Number Aircraft to Be Delivered 1954-1955 | TOTAL NUMBER New Type Aircraft | Total Cost New Type Equipment |
|--------------------|--|---|--------------------------------|-------------------------------|
| CV-340 | 103 | 28 | 131 | \$ 91,700,000 |
| M-404 | 100 | .. | 100 | 70,000,000 |
| DC-6B | 106 | 26 | 132 | 158,400,000 |
| DC-7 | 10 | 62 | 72 | 144,000,000 |
| L-1049 | 31 | 60 | 91 | 182,000,000 |
| Total | 348 | 176 | 526 | \$646,100,000 |

FUEL CONSUMPTION

—U. S. Scheduled Air Carriers

1943-1953

| Year | DOMESTIC AIRLINES ¹ | | INTERNATIONAL AIRLINES | |
|------------|--------------------------------|----------------|------------------------|----------------|
| | Gallons of Gasoline | Gallons of Oil | Gallons of Gasoline | Gallons of Oil |
| 1943 | 65,025,412 | 894,262 | 13,760,354 | 242,577 |
| 1944 | 89,513,646 | 1,266,741 | 15,648,426 | 243,836 |
| 1945 | 134,824,120 | 1,709,566 | 25,086,866 | 315,930 |
| 1946 | 236,388,751 | 2,876,250 | 59,543,323 | 767,569 |
| 1947 | 294,196,130 | 3,733,728 | 102,723,690 | 1,224,810 |
| 1948 | 332,423,626 | 4,250,151 | 123,402,583 | 1,296,952 |
| 1949 | 375,283,794 | 4,702,751 | 142,813,987 | 1,662,727 |
| 1950 | 418,441,973 | 5,006,531 | 153,804,225 | 1,668,043 |
| 1951 | 491,483,855 | 5,545,947 | 165,919,489 | 1,741,678 |
| 1952 | 588,323,361 | 6,937,230 | 182,105,294 | 1,921,121 |
| 1953 | 685,534,977 | 7,145,093 | 184,968,485 | 2,047,545 |

¹ Includes domestic trunks, local service and insular territorial airlines.

| | 1941 | 1947 | 1949 | 1952 | 1953 |
|---|--------|--------|--------|--------|--------|
| <i>Civil Airways Mileage</i> | | | | | |
| Controlled colored airways | 36,062 | 45,393 | 61,392 | 72,328 | 72,531 |
| Direct V. O. R. Airways ..... | .... | .... | .... | 45,831 | 54,225 |
| <hr/> | | | | | |
| <i>Emergency Landing Fields</i> | 310 | 272 | 253 | 125 | 123 |
| <hr/> | | | | | |
| <i>Lighting Aids</i> | | | | | |
| Airways light beacons (excluding landing) | 2,276 | 1,864 | 1,803 | 901 | 895 |
| Airport approach light lanes | 14 | 70 | 102 | 111 | 112 |
| <hr/> | | | | | |
| <i>Navigation and Landing Aides</i> | | | | | |
| Airport Radar ..... | .... | .... | 3 | 10 | 17 |
| Distance measuring equipment ..... | .... | .... | .... | 28 | 110 |
| Fan Markers | 121 | 273 | 290 | 287 | 287 |
| Radio Homing Beacons low/medium frequency | 48 | 81 | 120 | 162 | 175 |
| Instrument Landing System | 1 | 60 | 94 | 120 | 141 |
| Low/medium frequency ranges | 323 | 365 | 378 | 372 | 369 |
| Precision approach radar ..... | .... | .... | 3 | 10 | 10 |
| Very high frequency omniranges | 8 | 100 | 370 | 388 | 393 |
| <hr/> | | | | | |
| <i>Traffic Control Facilities</i> | | | | | |
| Airport traffic control towers ² ..... | .... | 134 | 162 | 175 | 168 |
| Enroute traffic control centers | 14 | 31 | 30 | 31 | 31 |
| <hr/> | | | | | |
| <i>Communications Facilities</i> | | | | | |
| Interstate Airways Communication stations | 413 | 403 | 464 | 415 | 396 |
| Overseas foreign airways communication stations | 2 | 15 | 15 | 15 | 15 |

¹The Federal Airways System covers the Continental United States, Alaska and Hawaii. This System composed of a network of lanes 10 miles wide and divided vertically into a number of traffic levels spaced by 1000 foot separations, is designed to provide navigational guidance and to control the movement of air traffic.

²Control towers were municipally owned prior to 1942.

AIRCRAFT OPERATIONS AT CAA OPERATED AIRPORT TOWERS 1945-1953

| Calendar Year | Number of Flight Operations | | | | % Air Carrier of Total |
|-------------------|-----------------------------|-----------|------------|-------------|------------------------|
| | Total | Military | Civil | Air Carrier | |
| 1945 | 9,414,524 | 4,300,002 | 3,463,659 | 1,650,863 | 17.5% |
| 1946 | 11,926,631 | 1,370,609 | 8,198,196 | 2,357,826 | 19.8 |
| 1947 | 17,669,617 | 1,594,520 | 13,220,616 | 2,854,481 | 16.2 |
| 1948 | 18,377,866 | 2,259,097 | 12,876,828 | 3,241,941 | 17.6 |
| 1949 | 16,939,814 | 2,780,259 | 10,446,298 | 3,713,257 | 21.9 |
| 1950 | 15,971,152 | 2,384,325 | 9,584,880 | 4,001,947 | 25.1 |
| 1951 | 17,025,635 | 2,852,313 | 9,617,813 | 4,555,509 | 26.8 |
| 1952 | 15,814,213 | 2,903,566 | 7,964,289 | 4,866,358 | 30.8 |
| 1953 ¹ | 16,214,216 | (1) | 11,081,480 | 5,133,236 | 31.7 |

¹For fiscal year 1953. Military and civil operations not separated.

U. S. Scheduled Airline Industry, 1942-1953

| Calendar Year | Number of Planes in Service ¹ | Available Seat Miles Flown (000) | Passenger Load Factor | Available Ton-Miles Flown (000) | Ton-Mile Load Factor | Revenue Plane Miles Flown (000) |
|-------------------------------------|--|----------------------------------|-----------------------|---------------------------------|----------------------|---------------------------------|
| Domestic Trunk Airlines | | | | | | |
| 1942 | 186 | 1,634,135 | 72.21% | n. a. | n. a. | 115,735 |
| 1943 | 204 | 1,856,954 | 88.00 | n. a. | n. a. | 108,168 |
| 1944 | 288 | 2,436,846 | 89.39 | n. a. | n. a. | 149,205 |
| 1945 | 400 | 3,784,532 | 88.16 | n. a. | n. a. | 205,935 |
| 1946 | 631 | 7,490,387 | 78.81 | 982,169 | 66.19% | 306,236 |
| 1947 | 748 | 9,152,389 | 65.73 | 1,202,534 | 56.83 | 311,789 |
| 1948 | 790 | 9,980,163 | 58.52 | 1,352,863 | 51.97 | 316,276 |
| 1949 | 778 | 11,117,703 | 59.03 | 1,505,331 | 53.24 | 323,241 |
| 1950 | 796 | 12,385,635 | 62.70 | 1,662,902 | 57.22 | 327,054 |
| 1951 | 821 | 14,671,982 | 69.59 | 1,959,496 | 61.04 | 362,473 |
| 1952 | 914 | 18,068,123 | 67.08 | 2,384,245 | 58.92 | 411,424 |
| 1953 ² | 938 | 22,005,435 | 64.66 | 2,867,593 | 56.83 | 463,818 |
| Local Service Airlines | | | | | | |
| 1945 | 12 | 2,486 | 52.78% | n. a. | n. a. | 1,771 |
| 1946 | 30 | 17,964 | 37.92 | 1,762 | 39.03% | 3,040 |
| 1947 | 46 | 155,507 | 29.85 | 14,880 | 31.46 | 10,103 |
| 1948 | 68 | 323,942 | 27.14 | 31,442 | 28.75 | 18,321 |
| 1949 | 88 | 477,895 | 28.18 | 46,260 | 30.69 | 24,945 |
| 1950 | 137 | 599,159 | 31.51 | 61,587 | 32.97 | 36,689 |
| 1951 | 130 | 774,713 | 37.39 | 79,900 | 40.92 | 37,983 |
| 1952 | 131 | 904,908 | 37.55 | 94,804 | 37.41 | 41,143 |
| 1953 ² | 164 | 1,022,074 | 38.29 | 108,283 | 37.08 | 45,766 |
| Insular Territorial Airlines | | | | | | |
| 1945 | 7 | 28,555 | 87.08% | n. a. | n. a. | 1,663 |
| 1946 | 11 | 48,118 | 79.04 | 6,067 | 63.82% | 2,422 |
| 1947 | 13 | 65,865 | 71.10 | 8,026 | 58.59 | 3,072 |
| 1948 | 15 | 80,978 | 65.28 | 9,024 | 57.02 | 3,619 |
| 1949 | 21 | 77,227 | 61.06 | 8,535 | 55.58 | 3,453 |
| 1950 | 21 | 100,148 | 57.66 | 10,419 | 52.30 | 4,272 |
| 1951 | 21 | 119,049 | 55.27 | 13,143 | 47.92 | 5,029 |
| 1952 | 19 | 124,060 | 54.72 | 13,639 | 49.60 | 5,366 |
| 1953 ² | 20 | 134,610 | 53.27 | 15,888 | 46.65 | 4,914 |
| International Airlines | | | | | | |
| 1942 | 68 | 313,109 | 75.68% | n. a. | n. a. | 18,681 |
| 1943 | 70 | 307,513 | 79.42 | n. a. | n. a. | 18,458 |
| 1944 | 70 | 391,293 | 79.37 | n. a. | n. a. | 22,273 |
| 1945 | 97 | 583,440 | 76.78 | n. a. | n. a. | 32,608 |
| 1946 | 147 | 1,553,691 | 70.85 | 211,694 | 64.61% | 59,375 |
| 1947 | 373 | 2,924,335 | 61.90 | 418,356 | 56.99 | 86,481 |
| 1948 | 468 | 3,292,319 | 57.38 | 468,842 | 56.61 | 98,053 |
| 1949 | 481 | 3,624,712 | 56.67 | 535,077 | 55.54 | 104,526 |
| 1950 | 484 | 3,695,447 | 59.71 | 544,941 | 58.67 | 93,830 |
| 1951 | 469 | 4,334,498 | 59.98 | 599,340 | 61.97 | 97,529 |
| 1952 | 479 | 4,848,829 | 62.28 | 682,669 | 61.30 | 103,399 |
| 1953 ² | 543 | 5,434,416 | 61.97 | 686,996 | 66.55 | 108,995 |

n. a.—Not Available.

¹ As of December 31 of each year. Certain domestic trunklines have aircraft certificated for both domestic and international operations. The annual number of aircraft certificated for both operations are: 1946, 16; 1947, 219; 1948, 293; 1949, 304; 1950, 324; 1951, 329; 1952, 330; 1953, 385.

² Preliminary Data.

REVENUE TRAFFIC
CARRIED BY THE U. S. SCHEDULED AIRLINE INDUSTRY
1944-1953

| Calendar Year | Revenue Passengers | Revenue Passenger Miles (000) | Thousands of Revenue Ton-Miles | | | | | Total |
|--|--------------------|-------------------------------|--------------------------------|---------|---------|-----------|------------------------|-----------|
| | | | U. S. Air-Mail | Express | Freight | Passenger | All Other ¹ | |
| Domestic Trunk Airlines ² | | | | | | | | |
| 1944 | 4,046,472 | 2,178,207 | 51,146 | 16,992 | (3) | 217,821 | 3,926 | 289,885 |
| 1945 | 6,376,843 | 3,336,278 | 64,998 | 20,510 | 1,169 | 333,636 | 4,339 | 424,652 |
| 1946 | 11,889,617 | 5,903,111 | 32,868 | 23,652 | 14,433 | 572,963 | 6,138 | 650,054 |
| 1947 | 12,279,016 | 6,016,257 | 32,879 | 28,533 | 35,214 | 579,859 | 6,875 | 683,360 |
| 1948 | 12,324,038 | 5,840,211 | 37,510 | 29,769 | 70,438 | 558,680 | 6,657 | 703,054 |
| 1949 | 14,021,047 | 6,562,580 | 40,874 | 27,329 | 94,190 | 632,013 | 7,101 | 801,508 |
| 1950 | 15,978,172 | 7,766,008 | 46,315 | 36,538 | 112,861 | 747,558 | 8,203 | 951,475 |
| 1951 | 20,621,268 | 10,210,726 | 62,932 | 40,260 | 100,581 | 982,642 | 9,680 | 1,196,095 |
| 1952 | 22,768,174 | 12,120,789 | 68,296 | 40,375 | 117,128 | 1,167,556 | 11,512 | 1,404,867 |
| 1953 ⁴ | 25,957,747 | 14,227,985 | 71,446 | 42,166 | 131,355 | 1,371,112 | 13,652 | 1,629,731 |
| Local Service Airlines | | | | | | | | |
| 1945 | 4,452 | 1,312 | 75 | 12 | (3) | 115 | 0 | 202 |
| 1946 | 25,118 | 6,812 | 60 | 24 | (3) | 600 | 4 | 688 |
| 1947 | 235,585 | 46,418 | 168 | 118 | 62 | 4,316 | 18 | 4,682 |
| 1948 | 425,695 | 87,928 | 362 | 190 | 265 | 8,184 | 39 | 9,040 |
| 1949 | 677,817 | 134,691 | 474 | 320 | 436 | 12,908 | 60 | 14,197 |
| 1950 | 969,428 | 188,782 | 629 | 623 | 696 | 18,242 | 118 | 20,307 |
| 1951 | 1,480,524 | 289,644 | 787 | 908 | 920 | 27,904 | 132 | 30,651 |
| 1952 | 1,736,388 | 339,763 | 912 | 887 | 1,117 | 32,386 | 169 | 35,471 |
| 1953 ⁴ | 2,034,832 | 391,384 | 1,001 | 955 | 1,179 | 36,814 | 198 | 40,147 |
| Insular Territorial Airlines ² | | | | | | | | |
| 1945 | 194,957 | 24,865 | 20 | 326 | 182 | 2,486 | 114 | 3,128 |
| 1946 | 298,710 | 38,033 | 25 | 112 | 389 | 3,239 | 107 | 3,872 |
| 1947 | 375,607 | 46,833 | 40 | 116 | 636 | 3,839 | 71 | 4,702 |
| 1948 | 418,372 | 52,864 | 53 | 134 | 581 | 4,309 | 68 | 5,145 |
| 1949 | 381,840 | 47,154 | 70 | 124 | 603 | 3,887 | 60 | 4,744 |
| 1950 | 476,812 | 57,746 | 65 | 119 | 529 | 4,680 | 55 | 5,449 |
| 1951 | 550,387 | 65,799 | 59 | 100 | 855 | 5,234 | 50 | 6,298 |
| 1952 | 515,180 | 67,885 | 50 | 55 | 1,258 | 5,354 | 48 | 6,765 |
| 1953 ⁴ | 552,668 | 71,848 | 57 | (3) | 1,503 | 5,806 | 45 | 7,411 |
| International Airlines | | | | | | | | |
| 1944 | 341,496 | 310,574 | 2,048 | 6,207 | (3) | 31,057 | 393 | 39,705 |
| 1945 | 475,558 | 447,968 | 3,399 | 8,718 | (3) | 44,797 | 3,105 | 60,019 |
| 1946 | 1,041,283 | 1,100,741 | 6,141 | 15,090 | (3) | 109,983 | 5,557 | 136,771 |
| 1947 | 1,359,712 | 1,810,045 | 12,756 | 30,809 | 2,088 | 184,303 | 8,483 | 238,439 |
| 1948 | 1,372,749 | 1,888,997 | 17,122 | 41,581 | 4,012 | 194,399 | 8,314 | 265,428 |
| 1949 | 1,520,067 | 2,053,980 | 19,366 | 49,444 | 6,714 | 211,725 | 9,920 | 297,169 |
| 1950 | 1,675,477 | 2,206,396 | 21,188 | (3) | 60,563 | 228,114 | 9,825 | 319,690 |
| 1951 | 2,033,121 | 2,599,915 | 21,970 | (3) | 71,260 | 267,083 | 11,101 | 371,414 |
| 1952 | 2,362,059 | 3,019,810 | 22,068 | (3) | 72,627 | 310,750 | 13,051 | 418,496 |
| 1953 ⁴ | 2,670,124 | 3,367,576 | 24,446 | (3) | 74,215 | 344,028 | 14,526 | 457,215 |
| Total Scheduled Airline Industry | | | | | | | | |
| 1944 | 4,387,968 | 2,488,781 | 53,194 | 23,199 | (3) | 248,878 | 4,319 | 329,590 |
| 1945 | 7,051,810 | 3,810,423 | 68,492 | 29,566 | 1,351 | 381,034 | 7,558 | 488,001 |
| 1946 | 13,254,728 | 7,048,697 | 39,094 | 38,878 | 14,822 | 686,785 | 11,806 | 791,385 |
| 1947 | 14,249,920 | 7,919,553 | 45,843 | 59,576 | 38,000 | 772,317 | 15,447 | 931,183 |
| 1948 | 14,540,854 | 7,870,000 | 55,047 | 71,674 | 75,296 | 765,572 | 15,078 | 982,667 |
| 1949 | 16,600,771 | 8,798,405 | 60,784 | 77,217 | 101,943 | 860,533 | 17,141 | 1,117,618 |
| 1950 | 19,099,889 | 10,218,932 | 68,197 | 37,280 | 174,649 | 998,594 | 18,201 | 1,296,921 |
| 1951 | 24,685,300 | 13,166,084 | 85,748 | 41,268 | 173,616 | 1,282,863 | 20,963 | 1,604,458 |
| 1952 | 27,381,801 | 15,548,247 | 91,326 | 41,317 | 192,130 | 1,516,046 | 24,780 | 1,865,599 |
| 1953 ⁴ | 31,215,371 | 18,058,793 | 96,950 | 43,121 | 208,252 | 1,757,760 | 28,421 | 2,134,504 |

¹ All other includes excess baggage and foreign mail ton-miles.

² Territorial data included with domestic trunk lines prior to 1945.

³ Express and freight ton-miles not segregated.

⁴ Preliminary figures.

1949-1953

| | 1949 | 1950 | 1951 | 1952 | 1953 ² |
|--|---------|-----------|-----------|-----------|-------------------|
| Revenue Passengers | 323,838 | 1,267,381 | 1,519,849 | 2,434,382 | 3,475,063 |
| Revenue Passenger Miles (000) | 251,288 | 1,056,093 | 1,272,332 | 2,345,677 | 3,529,733 |
| Passenger Load Factor % | 70.12 | 74.23 | 74.19 | 75.55 | 74.08 |
| Average Passenger Trip Length (Miles) | 776 | 833 | 837 | 964 | 1016 |
| % Coach of schedule Domestic Passenger Miles | 3.38 | 13.28 | 12.12 | 18.82 | 24.1 |

¹ Scheduled domestic air coach inaugurated November, 1948.

² For 12 months ending October 31, 1953.

AVERAGE PASSENGER FARE AND LENGTH OF TRIP

U. S. Scheduled Airlines

| YEAR | Average Passenger Fare Per Mile | | Average Passenger Trip Length (Miles) | |
|-------------------------|---------------------------------|---------------|---------------------------------------|---------------|
| | Domestic ¹ | International | Domestic ¹ | International |
| 1944 | 5.35¢ | 7.82¢ | 538 | 910 |
| 1945 | 4.95 | 8.67 | 511 | 942 |
| 1946 | 4.63 | 8.31 | 487 | 1057 |
| 1947 | 5.06 | 7.77 | 474 | 1332 |
| 1948 | 5.76 | 8.01 | 454 | 1376 |
| 1949 | 5.76 | 7.72 | 448 | 1351 |
| 1950 | 5.55 | 7.28 | 461 | 1316 |
| 1951 | 5.60 | 7.10 | 466 | 1273 |
| 1952 | 5.55 | 7.04 | 501 | 1277 |
| 1953 ² | 5.42 | 6.96 | 515 | 1261 |

¹ Includes trunk, insular territorial and local service airlines.

² Estimated.

PERSONNEL EMPLOYED BY THE SCHEDULED AIRLINE INDUSTRY

1941-1953

| Year Ending Dec. 31 | Pilots & Co-Pilots | Purser Stewards Stewardesses | Other Flight Personnel | Meteorologists & Dispatchers | Mechanics | Other Hangar & Field Personnel | Ticket Agents & Reservationists Office Employees | All Others | Total |
|---------------------------------------|--------------------|------------------------------|------------------------|------------------------------|-----------|--------------------------------|--|------------|--------|
| Domestic Airlines ¹ | | | | | | | | | |
| 1945 | 4,967 | 2,075 | 108 | 2,613 | 10,844 | 7,012 | 19,241 | 3,453 | 50,313 |
| 1946 | 5,712 | 3,342 | 98 | 3,577 | 16,107 | 10,307 | 24,626 | 5,413 | 69,182 |
| 1947 | 5,034 | 3,061 | 181 | 2,618 | 15,366 | 8,409 | 22,012 | 2,317 | 58,998 |
| 1948 | 5,307 | 3,038 | 312 | 2,612 | 16,428 | 9,222 | 21,396 | 2,101 | 60,416 |
| 1949 | 5,257 | 3,199 | 642 | 2,497 | 15,674 | 9,336 | 21,136 | 2,145 | 59,886 |
| 1950 | 5,785 | 3,372 | 776 | 2,450 | 15,788 | 9,822 | 21,894 | 2,016 | 61,903 |
| 1951 | 6,688 | 4,106 | 1,012 | 2,617 | 18,908 | 11,475 | 25,770 | 2,322 | 72,898 |
| 1952 | 7,209 | 4,640 | 1,141 | 2,666 | 20,973 | 12,388 | 27,939 | 2,731 | 79,687 |
| 1953 ² | 7,537 | 4,922 | 1,333 | 2,652 | 20,578 | 13,801 | 29,375 | 2,711 | 82,909 |
| International Airlines | | | | | | | | | |
| 1945 | 930 | 411 | 938 | 864 | 5,099 | 2,435 | 4,663 | 2,628 | 17,968 |
| 1946 | 1,508 | 1,079 | 1,405 | 1,454 | 7,269 | 2,463 | 6,961 | 5,233 | 27,372 |
| 1947 | 1,603 | 1,016 | 1,152 | 1,211 | 5,774 | 3,201 | 10,679 | 1,518 | 26,154 |
| 1948 | 1,619 | 1,104 | 1,203 | 1,049 | 5,400 | 2,440 | 9,749 | 1,628 | 24,192 |
| 1949 | 1,586 | 1,142 | 960 | 1,084 | 3,861 | 2,338 | 9,012 | 1,125 | 21,108 |
| 1950 | 1,492 | 1,055 | 745 | 953 | 3,818 | 2,434 | 9,244 | 1,142 | 20,883 |
| 1951 | 1,698 | 1,197 | 696 | 1,001 | 4,569 | 2,895 | 9,311 | 1,488 | 22,855 |
| 1952 | 1,561 | 1,219 | 711 | 976 | 5,189 | 3,196 | 7,988 | 1,537 | 22,377 |
| 1953 ² | 1,775 | 1,202 | 800 | 895 | 5,557 | 2,989 | 8,345 | 1,267 | 22,830 |

¹ Includes trunk, local service and insular territorial airlines.

² As of September 30.

U. S. SCHEDULED AIRLINE

OPERATING REVENUES

1944-1953

| Year | Passenger Revenues | % of Total | U. S. Mail ¹ | % of Total | Express & Freight | % of Total | Other Revenues ² | % of Total | Total Operating Revenues |
|-------------------------------------|--------------------|------------|-------------------------|------------|-------------------|------------|-----------------------------|------------|--------------------------|
| Domestic Trunk Airlines | | | | | | | | | |
| 1946 | \$ 272,573,481 | 87.39 | \$ 20,273,557 | 6.50 | \$13,269,914 | 4.26 | \$ 5,776,089 | 1.85 | \$ 311,893,041 |
| 1947 | 303,193,780 | 86.01 | 23,325,630 | 6.62 | 18,888,246 | 5.36 | 7,082,712 | 2.01 | 352,490,368 |
| 1948 | 334,735,598 | 80.98 | 47,837,531 | 11.57 | 23,788,568 | 5.76 | 6,991,190 | 1.69 | 413,352,887 |
| 1949 | 378,113,445 | 82.24 | 45,031,010 | 9.79 | 27,280,566 | 5.93 | 9,357,523 | 2.04 | 459,782,544 |
| 1950 | 430,098,393 | 82.06 | 46,311,377 | 8.84 | 34,266,653 | 6.54 | 13,432,189 | 2.56 | 524,108,612 |
| 1951 | 570,288,026 | 86.60 | 37,039,813 | 5.62 | 35,735,795 | 5.43 | 15,457,210 | 2.35 | 658,520,844 |
| 1952 | 671,257,035 | 87.40 | 35,910,283 | 4.68 | 41,382,189 | 5.39 | 19,465,086 | 2.54 | 768,014,593 |
| 1953 ³ | 782,185,122 | 88.36 | 35,867,547 | 4.05 | 46,236,326 | 5.22 | 20,967,290 | 2.37 | 885,256,285 |
| Local Service Airlines | | | | | | | | | |
| 1946 | \$ 314,638 | 16.30 | \$ 1,558,614 | 80.71 | \$ 13,008 | 0.67 | \$ 44,797 | 2.32 | \$ 1,931,057 |
| 1947 | 2,280,124 | 26.99 | 5,957,097 | 70.51 | 60,179 | 0.71 | 150,931 | 1.79 | 8,448,331 |
| 1948 | 4,666,549 | 28.64 | 11,282,490 | 69.25 | 147,959 | 0.91 | 195,511 | 1.20 | 16,292,509 |
| 1949 | 7,362,007 | 33.55 | 14,054,998 | 64.06 | 252,159 | 1.15 | 271,465 | 1.24 | 21,940,629 |
| 1950 | 10,302,859 | 36.17 | 17,191,453 | 60.36 | 442,046 | 1.55 | 544,543 | 1.92 | 28,480,901 |
| 1951 | 16,259,176 | 43.21 | 19,739,169 | 52.45 | 666,230 | 1.77 | 967,572 | 2.57 | 37,632,147 |
| 1952 | 19,766,694 | 46.47 | 21,334,962 | 50.16 | 822,483 | 1.93 | 613,004 | 1.44 | 42,537,143 |
| 1953 ³ | 23,291,352 | 47.54 | 23,996,730 | 48.98 | 922,248 | 1.89 | 779,774 | 1.59 | 48,990,104 |
| Insular Territorial Airlines | | | | | | | | | |
| 1946 | \$ 2,705,593 | 80.03 | \$ 121,589 | 3.60 | \$ 337,372 | 9.97 | \$ 216,358 | 6.40 | \$ 3,380,912 |
| 1947 | 3,102,050 | 79.52 | 162,019 | 4.15 | 429,523 | 11.01 | 207,286 | 5.32 | 3,900,878 |
| 1948 | 3,887,583 | 83.61 | 189,322 | 4.07 | 435,868 | 9.37 | 137,215 | 2.95 | 4,649,988 |
| 1949 | 3,454,961 | 80.15 | 246,985 | 5.73 | 454,161 | 10.54 | 154,566 | 3.58 | 4,310,673 |
| 1950 | 4,104,754 | 78.74 | 285,261 | 5.47 | 413,458 | 7.93 | 409,591 | 7.86 | 5,213,064 |
| 1951 | 4,639,164 | 74.69 | 642,705 | 10.35 | 512,083 | 8.24 | 417,563 | 6.72 | 6,211,515 |
| 1952 | 4,433,393 | 70.97 | 767,709 | 12.29 | 626,265 | 10.03 | 419,330 | 6.71 | 6,246,697 |
| 1953 ³ | 4,771,605 | 70.94 | 1,128,765 | 16.78 | 692,650 | 10.30 | 133,329 | 1.98 | 6,726,349 |
| International | | | | | | | | | |
| 1946 | \$ 91,416,767 | 62.29 | \$ 25,060,600 | 17.08 | \$11,413,268 | 7.78 | \$18,863,467 | 12.85 | \$ 146,754,102 |
| 1947 | 140,652,113 | 67.29 | 32,299,890 | 15.45 | 17,526,276 | 8.39 | 18,531,252 | 8.87 | 209,009,531 |
| 1948 | 151,337,705 | 60.72 | 57,331,556 | 23.00 | 20,808,679 | 8.35 | 19,756,259 | 7.93 | 249,234,199 |
| 1949 | 158,479,705 | 57.81 | 75,197,073 | 27.43 | 22,126,828 | 8.07 | 18,350,932 | 6.69 | 274,154,538 |
| 1950 | 160,672,885 | 61.77 | 55,689,069 | 21.41 | 21,663,922 | 8.33 | 22,105,535 | 8.49 | 260,131,411 |
| 1951 | 184,691,825 | 64.14 | 53,213,231 | 18.48 | 25,244,764 | 8.77 | 24,785,841 | 8.61 | 287,935,661 |
| 1952 | 212,458,800 | 67.46 | 51,532,972 | 16.36 | 26,818,031 | 8.51 | 24,109,099 | 7.67 | 314,918,902 |
| 1953 ³ | 234,430,980 | 69.45 | 52,958,015 | 15.69 | 27,106,808 | 8.03 | 23,079,564 | 6.83 | 337,575,367 |
| Total Industry | | | | | | | | | |
| 1946 | \$ 367,010,479 | 79.10 | \$ 47,014,360 | 10.14 | \$25,033,562 | 5.40 | \$24,900,711 | 5.36 | \$ 463,959,112 |
| 1947 | 449,228,067 | 78.28 | 61,744,636 | 10.76 | 36,904,224 | 6.43 | 25,972,181 | 4.53 | 573,849,108 |
| 1948 | 494,627,435 | 72.36 | 116,640,899 | 17.06 | 45,181,074 | 6.61 | 27,080,175 | 3.97 | 683,529,583 |
| 1949 | 547,410,118 | 72.01 | 134,530,066 | 17.70 | 50,113,714 | 6.59 | 28,134,486 | 3.70 | 760,188,384 |
| 1950 | 605,178,891 | 73.99 | 119,477,160 | 14.61 | 56,786,079 | 6.94 | 36,491,858 | 4.46 | 817,933,988 |
| 1951 | 775,878,191 | 78.35 | 110,634,918 | 11.17 | 62,158,872 | 6.28 | 41,628,186 | 4.20 | 990,300,167 |
| 1952 | 907,915,922 | 80.22 | 109,545,926 | 9.68 | 69,648,968 | 6.15 | 44,606,519 | 3.95 | 1,131,717,335 |
| 1953 ³ | 1,044,679,059 | 81.71 | 113,951,057 | 8.91 | 74,958,032 | 5.86 | 44,959,957 | 3.52 | 1,278,548,105 |

¹ Unadjusted data as reported by Air Carrier on C.A.B. Form 41.

² Includes excess baggage, chartered transport services, other transportation and incidental revenues and foreign mail.

³ Estimated.

1944-1953

| Year | Flying Operations | Percent Of Total Expenses | Direct Maintenance Flight Equipment | Percent Of Total Expenses | Depreciation Flight Equipment | Percent Of Total Expenses |
|--------------------------------|-------------------|---------------------------|-------------------------------------|---------------------------|-------------------------------|---------------------------|
| Domestic Trunk Airlines | | | | | | |
| 1946 | \$69,729,554 | 21.99 | \$32,490,116 | 10.25 | \$25,191,856 | 7.94 |
| 1947 | 85,932,761 | 23.01 | 41,029,360 | 10.99 | 36,240,510 | 9.71 |
| 1948 | 104,163,765 | 25.33 | 46,093,128 | 11.21 | 39,533,925 | 9.61 |
| 1949 | 119,961,143 | 27.57 | 50,270,468 | 11.55 | 39,447,911 | 9.07 |
| 1950 | 132,060,283 | 28.61 | 53,747,249 | 11.65 | 39,429,855 | 8.54 |
| 1951 | 160,469,094 | 29.04 | 66,571,477 | 12.05 | 41,272,647 | 7.47 |
| 1952 | 193,387,711 | 28.74 | 86,453,993 | 12.85 | 57,737,100 | 8.58 |
| 1953 ¹ | 237,235,516 | 29.75 | 97,427,515 | 12.22 | 78,675,733 | 9.86 |
| Local Service Airlines | | | | | | |
| 1946 | \$ 497,438 | 24.14 | \$ 347,727 | 16.88 | \$ 151,010 | 7.33 |
| 1947 | 2,203,155 | 24.29 | 1,336,677 | 14.74 | 922,395 | 10.17 |
| 1948 | 4,526,827 | 28.43 | 2,338,788 | 14.69 | 1,455,756 | 9.14 |
| 1949 | 6,486,968 | 28.98 | 3,280,965 | 14.66 | 2,042,843 | 9.13 |
| 1950 | 8,534,906 | 30.68 | 3,550,063 | 12.76 | 1,614,906 | 5.80 |
| 1951 | 10,944,529 | 30.43 | 4,284,377 | 11.92 | 1,611,775 | 4.48 |
| 1952 | 13,394,275 | 30.79 | 5,451,079 | 12.53 | 2,098,019 | 4.83 |
| 1953 ¹ | 15,724,570 | 30.86 | 6,486,230 | 12.73 | 2,443,040 | 4.79 |
| International Airlines | | | | | | |
| 1946 | \$32,447,634 | 23.21 | \$11,063,761 | 7.91 | \$ 8,953,732 | 6.40 |
| 1947 | 53,188,663 | 25.41 | 21,997,077 | 10.51 | 18,579,977 | 8.88 |
| 1948 | 67,163,026 | 28.55 | 24,241,052 | 10.30 | 19,588,511 | 8.32 |
| 1949 | 72,346,828 | 28.61 | 26,310,942 | 10.41 | 23,675,868 | 9.36 |
| 1950 | 70,979,947 | 28.58 | 26,158,179 | 10.53 | 25,637,532 | 10.33 |
| 1951 | 75,101,868 | 27.83 | 29,855,964 | 11.06 | 24,263,356 | 8.99 |
| 1952 | 87,364,714 | 28.71 | 33,041,404 | 10.86 | 26,479,341 | 8.71 |
| 1953 ¹ | 93,271,843 | 29.74 | 32,810,959 | 10.46 | 24,878,026 | 7.93 |

¹ Estimated

| Year | Aircraft Operating Expenses | Percent Of Total Expenses | Ground and Indirect Expenses | Percent Of Total Expenses | Total Operating Expenses |
|--------------------------------|-----------------------------|---------------------------|------------------------------|---------------------------|--------------------------|
| Domestic Trunk Airlines | | | | | |
| 1946 | \$127,411,526 | 40.18 | \$189,709,954 | 59.82 | \$317,121,480 |
| 1947 | 163,202,631 | 43.71 | 210,187,837 | 56.29 | 373,390,468 |
| 1948 | 189,790,818 | 46.15 | 221,486,955 | 53.85 | 411,277,773 |
| 1949 | 209,679,522 | 48.19 | 225,477,685 | 51.81 | 435,157,207 |
| 1950 | 225,237,388 | 48.80 | 236,300,592 | 51.20 | 461,537,980 |
| 1951 | 268,313,218 | 48.56 | 284,268,068 | 51.44 | 552,581,286 |
| 1952 | 337,578,804 | 50.17 | 335,320,095 | 49.83 | 672,898,899 |
| 1953 ¹ | 413,338,764 | 51.83 | 384,176,925 | 48.17 | 797,515,689 |
| Local Service Airlines | | | | | |
| 1946 | \$ 996,175 | 48.35 | \$ 1,064,254 | 51.65 | \$ 2,060,429 |
| 1947 | 4,462,227 | 49.20 | 4,607,078 | 50.80 | 9,069,305 |
| 1948 | 8,321,371 | 52.26 | 7,602,141 | 47.74 | 15,923,512 |
| 1949 | 11,810,777 | 52.77 | 10,570,938 | 47.23 | 22,381,715 |
| 1950 | 13,699,877 | 49.24 | 14,120,854 | 50.76 | 27,820,731 |
| 1951 | 16,840,681 | 46.83 | 19,122,932 | 53.17 | 35,963,613 |
| 1952 | 20,943,373 | 48.15 | 22,553,894 | 51.85 | 43,497,267 |
| 1953 ¹ | 24,653,840 | 48.38 | 26,307,478 | 51.62 | 50,961,318 |
| International Airlines | | | | | |
| 1946 | \$ 52,465,127 | 37.52 | \$ 87,377,719 | 62.48 | \$139,842,846 |
| 1947 | 93,765,717 | 44.80 | 115,527,815 | 55.20 | 209,293,532 |
| 1948 | 110,992,589 | 47.17 | 124,294,394 | 52.83 | 235,286,983 |
| 1949 | 122,333,638 | 48.38 | 130,529,491 | 51.62 | 252,863,129 |
| 1950 | 122,775,659 | 49.44 | 125,547,413 | 50.56 | 248,323,072 |
| 1951 | 129,221,191 | 47.88 | 140,643,907 | 52.12 | 269,865,098 |
| 1952 | 146,885,459 | 48.28 | 157,375,636 | 51.72 | 304,261,095 |
| 1953 ¹ | 150,960,828 | 48.13 | 162,668,116 | 51.87 | 313,628,944 |

DISTRIBUTION OF

1952 GROUND AND INDIRECT EXPENSES

For U. S. Scheduled Airlines by Major Accounting Categories

| Ground Operations | Ground & Indirect Maintenance | Passenger Service | Traffic And Sales | Advertising & Publicity | General and Administrative | Depreciation Ground Equipment | Total Ground & Indirect Expense |
|-----------------------|-------------------------------|-------------------|-------------------|-------------------------|----------------------------|-------------------------------|---------------------------------|
| Domestic Trunk | | | | | | | |
| 94,602,560 | 50,856,778 | 47,045,943 | 70,253,003 | 18,880,351 | 46,874,174 | 6,807,286 | 335,320,095 |
| Local Service | | | | | | | |
| 7,252,213 | 3,150,119 | 1,944,484 | 4,868,212 | 1,172,165 | 3,682,052 | 484,649 | 22,553,894 |
| International | | | | | | | |
| 39,721,184 | 21,188,961 | 19,554,972 | 34,945,480 | 12,541,996 | 26,754,176 | 2,668,867 | 157,375,636 |

AIRMAIL

REVENUES AND SERVICE COSTS

1944-1953

| Fiscal Year | Airmail Postal Revenues | Payments to Airlines ¹ | All Allocated Post Office Costs Except Payments to Airlines | Net Post Office Balance ¹ |
|-----------------------------|-------------------------|-----------------------------------|---|--------------------------------------|
| Domestic² | | | | |
| 1944 | \$ 79,412,510 | \$ 28,401,373 | \$ 21,480,220 | \$ +29,530,917 |
| 1945 | 81,237,389 | 35,199,255 | 14,737,786 | +31,300,348 |
| 1946 | 68,427,924 | 28,733,479 | 20,278,453 | +19,415,992 |
| 1947 | 54,356,782 | 27,636,134 | 45,705,073 | -18,984,425 |
| 1948 | 53,586,950 | 50,223,746 | 30,438,635 | -27,075,431 |
| 1949 | 65,385,603 | 56,705,560 | 45,941,107 | -37,261,064 |
| 1950 | 74,120,038 | 62,386,052 | 47,235,853 | -35,501,867 |
| 1951 | 95,425,704 | 61,141,000 | 60,274,073 | -25,989,369 |
| 1952 | 120,650,426 | 80,843,306 | 72,304,199 | -32,497,079 |
| 1953 ³ | 121,269,761 | 61,463,681 | 101,848,455 | -42,042,375 |
| International | | | | |
| 1944 | \$ 51,276,499 | \$ 3,231,371 | \$ 27,169,035 | \$ +20,876,093 |
| 1945 | 110,675,066 | 6,021,671 | 51,630,408 | +53,022,987 |
| 1946 | 58,081,237 | 14,612,000 | 31,794,545 | +11,674,692 |
| 1947 | 21,772,578 | 28,528,000 | 4,602,428 | -11,357,850 |
| 1948 | 23,815,519 | 43,716,000 | 7,855,220 | -27,755,701 |
| 1949 | 25,695,375 | 51,497,000 | 21,921,670 | -47,723,295 |
| 1950 | 27,334,124 | 55,014,000 | 23,272,463 | -50,952,339 |
| 1951 | 31,306,067 | 57,116,000 | 20,876,677 | -46,686,610 |
| 1952 | 31,983,785 | 40,288,883 | 13,045,794 | -24,221,083 |
| 1953 ³ | 35,874,864 | 39,413,861 | 20,829,775 | -24,368,772 |

¹ Payments to airlines may be subject to retroactive adjustment by the CAB back to 1948 for domestic and 1946 for international.

² Includes domestic trunk, local service and insular territorial airlines.

³ Preliminary.

ASSETS AND LIABILITIES
—U. S. Scheduled Airlines
For Selected Years

| | 1941 (12/31) | 1946 (12/31) | 1952 (12/31) | 1953 (9/30) |
|---|-----------------|-----------------|-----------------|----------------|
| Domestic Trunk Airlines ¹ | | | | |
| <i>Assets</i> | | | | |
| Current Assets | \$ 48,766,772 | \$ 152,381,835 | \$ 344,115,976 | \$ 367,271,000 |
| Investment & Special Funds | 2,863,981 | 51,140,907 | 37,193,642 | 40,103,000 |
| Flight Equipment | 61,776,693 | 176,453,391 | 567,787,000 | 624,156,000 |
| —Depreciation | 29,364,884 | 58,569,062 | 258,431,671 | 305,859,000 |
| Flight Equipment—Net | 32,411,809 | 117,884,329 | 309,355,329 | 318,297,000 |
| Other Operating Property—Net .. | ..... | 47,408,722 | 75,793,917 | 88,664,000 |
| Non-Operating Property—Net .. | 903,134 | 2,832,701 | 714,939 | 471,000 |
| Deferred Charges | 3,031,349 | 15,322,859 | 8,192,499 | 10,192,000 |
| Other Assets | 301,729 | 129,134 | 398,678 | 2,636,000 |
| Total Assets | \$ 88,278,774 | \$ 387,100,487 | \$ 775,764,980 | \$ 827,634,000 |
| <i>Liabilities</i> | | | | |
| Current Liabilities | \$ 22,195,524 | \$ 105,659,559 | \$ 231,757,632 | \$ 246,406,000 |
| Long Term Debt | 1,769,771 | 90,097,738 | 168,246,905 | 170,626,000 |
| Capital Stock | 33,095,620 | 92,896,915 | 152,277,346 | 139,671,000 |
| Capital Surplus | 22,402,837 | 46,989,967 | 81,882,841 | 89,134,000 |
| Earned Surplus | 5,949,126 | 41,018,689 | 133,535,931 | 163,735,000 |
| Operating Reserves | 1,015,725 | 1,139,234 | 4,169,446 | 6,833,000 |
| Other Liabilities | 1,850,171 | 9,298,385 | 3,894,879 | 11,229,000 |
| Total Liabilities | \$ 88,278,774 | \$ 387,100,487 | \$ 775,764,980 | \$ 827,634,000 |
| Local Service Airlines | | | | |
| <i>Assets</i> | | | | |
| Current Assets ..... | ..... | \$ 1,926,386 | \$ 10,212,305 | \$ 10,224,511 |
| Investment & Special Funds .... | ..... | 916,592 | 917,928 | 454,345 |
| Flight Equipment ..... | ..... | 2,320,714 | 16,540,821 | 20,429,267 |
| —Depreciation ..... | ..... | 324,662 | 6,829,837 | 8,454,584 |
| Flight Equipment—Net ..... | ..... | 1,996,052 | 9,710,984 | 11,974,683 |
| Other Operating Property—Net .. | ..... | 716,879 | 3,636,308 | 2,703,710 |
| Non Operating Property—Net .. | ..... | 118,469 | 108,071 | 38,797 |
| Deferred Charges ..... | ..... | 573,838 | 1,133,134 | 1,161,082 |
| Other Assets ..... | ..... | 190,048 | ..... | 45,814 |
| Total Assets ..... | ..... | \$ 6,438,264 | \$ 25,718,730 | \$ 26,602,942 |
| <i>Liabilities</i> | | | | |
| Current Liabilities ..... | ..... | \$ 1,984,949 | \$ 10,138,042 | \$ 12,371,355 |
| Long Term Debt ..... | ..... | 500,000 | 3,575,731 | 3,461,534 |
| Capital Stock ..... | ..... | 1,407,987 | 7,010,747 | 7,018,639 |
| Capital Surplus ..... | ..... | 2,790,985 | 5,634,519 | 5,288,450 |
| Earned Surplus ..... | ..... | (532,303) | (1,290,976) | (2,003,651) |
| Operating Reserves ..... | ..... | 50,331 | 398,158 | 457,065 |
| Other Liabilities ..... | ..... | 236,315 | 252,509 | 9,550 |
| Total Liabilities ..... | ..... | \$ 6,438,264 | \$ 25,718,730 | \$ 26,602,942 |
| International ² | | | | |
| <i>Assets</i> | | | | |
| Current Assets | \$ 13,915,046 | \$ 98,282,686 | \$ 79,801,000 | \$ 103,242,000 |
| Investment & Special Funds | 8,480,673 | 19,576,414 | 15,840,000 | 19,134,000 |
| Flight Equipment ..... | ..... | 59,625,654 | 164,959,000 | 171,673,000 |
| —Depreciation ..... | ..... | 15,315,054 | 76,531,000 | 84,301,000 |
| Flight Equipment—Net | 19,260,215 | 44,310,600 | 88,428,000 | 87,372,000 |
| Other Operating Property—Net .. | 7,663,116 | 16,341,742 | 12,836,000 | 13,621,000 |
| Non Operating Property—Net .. | ..... | 91,688 | 13,000 | 13,000 |
| Deferred Charges | 2,668,398 | 8,753,038 | 20,717,000 | 14,433,000 |
| Other Assets | 7,227,988 | ..... | 715,000 | 736,000 |
| Total Assets | \$ 59,215,436 | \$ 187,356,168 | \$ 218,350,000 | \$ 238,551,000 |
| <i>Liabilities</i> | | | | |
| Current Liabilities | \$ 10,017,675 | \$ 39,401,012 | \$ 67,152,000 | \$ 65,861,000 |
| Long Term Debt | 489,428 | 69,308,397 | 27,955,000 | 46,250,000 |
| Capital Stock | 9,686,975 | 16,664,825 | 10,990,000 | 10,990,000 |
| Capital Surplus | 14,707,605 | 21,517,529 | 63,068,000 | 63,068,000 |
| Earned Surplus | 4,895,733 | 12,804,477 | 33,610,000 | 42,260,000 |
| Operating Reserves | 17,345,045 | 17,000,062 | 6,374,000 | 4,327,000 |
| Other Liabilities | 2,072,975 | 10,659,866 | 9,201,000 | 5,795,000 |
| Total Liabilities | \$ 59,215,436 | \$ 187,356,168 | \$ 218,350,000 | \$ 238,551,000 |

¹ Includes international operations of all domestic trunk lines holding domestic and international certificates.

² Panagra and Pan American System only prior to 1952. Caribbean Atlantic also included for 1952-1953.

INTERCITY PASSENGER MILES

By Common Carriers and Private Automobiles

| | <i>Millions of Passenger Miles</i> | | | | | | | |
|---|------------------------------------|---------|---------|---------|---------|---------|---------|-------------------|
| | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 ¹ |
| <i>Pullman and Air Travel</i> | | | | | | | | |
| Rail Pullman | 19,801 | 12,261 | 11,015 | 9,349 | 9,340 | 10,226 | 9,504 | 7,900 |
| Domestic Trunklines | 5,903 | 6,016 | 5,840 | 6,563 | 7,766 | 10,211 | 12,121 | 14,228 |
| Local Service Airlines | 7 | 46 | 88 | 135 | 189 | 290 | 340 | 391 |
| Pullman and Air Combined | 25,711 | 18,323 | 16,943 | 16,047 | 17,295 | 20,727 | 21,965 | 22,519 |
| Airline % of Combined Total | 22.99 | 33.08 | 34.99 | 41.74 | 46.00 | 50.66 | 56.73 | 64.92 |
| <i>Other Common Carriers</i> | | | | | | | | |
| Rail Coach | 39,039 | 27,665 | 24,315 | 20,273 | 17,441 | 19,524 | 19,758 | 19,000 |
| Intercity Motor Bus Lines | 25,576 | 23,948 | 23,529 | 22,411 | 21,254 | 21,499 | 20,732 | 19,700 |
| Total | 64,615 | 51,613 | 47,844 | 42,684 | 38,695 | 41,023 | 40,490 | 38,700 |
| Total Common Carriers | 90,326 | 69,936 | 64,787 | 58,731 | 55,990 | 61,750 | 62,455 | 61,219 |
| % Airline of Common Carrier | 6.54 | 8.67 | 9.15 | 11.41 | 14.21 | 17.00 | 19.95 | 23.88 |
| Private Intercity Automobile | 253,570 | 272,958 | 287,423 | 316,774 | 337,339 | 379,324 | 390,704 | 416,600 |
| Total Common and Private Carriers | 343,896 | 342,894 | 352,210 | 375,505 | 393,329 | 441,074 | 453,159 | 477,819 |
| Passenger Miles per Capita | 2,432 | 2,392 | 2,412 | 2,528 | 2,619 | 2,919 | 2,959 | 2,986 |

¹ Estimated data.

COMPARATIVE TRANSPORTATION SAFETY RECORD

Rate Per 100,000,000 Passenger Miles

1941-1953

| Calendar Year | Domestic Scheduled Airlines ¹ | | International Scheduled Airlines | | Intercity Motor Buses | | Railroad Passenger Trains | | Passenger Auto and Taxis | |
|---------------|--|------|----------------------------------|------|-----------------------|-------|---------------------------|------|--------------------------|-------|
| | Fatalities | Rate | Fatalities | Rate | Fatalities | Rate | Fatalities | Rate | Fatalities | Rate |
| 1941 | 35 | 2.3 | 2 | 1.2 | n. a. | n. a. | 39 | .14 | n. a. | n. a. |
| 1942 | 55 | 3.7 | 0 | .. | n. a. | n. a. | 110 | .17 | n. a. | n. a. |
| 1943 | 22 | 1.3 | 10 | 3.9 | n. a. | n. a. | 262 | .31 | n. a. | n. a. |
| 1944 | 48 | 2.2 | 17 | 5.3 | n. a. | n. a. | 249 | .26 | n. a. | n. a. |
| 1945 | 76 | 2.2 | 17 | 3.7 | 120 | .17 | 142 | .16 | 12,900 | 2.9 |
| 1946 | 75 | 1.2 | 40 | 3.5 | 140 | .19 | 116 | .18 | 15,400 | 2.5 |
| 1947 | 199 | 3.2 | 20 | 1.1 | 140 | .21 | 74 | .16 | 15,300 | 2.3 |
| 1948 | 83 | 1.3 | 20 | 1.0 | 120 | .18 | 52 | .13 | 15,200 | 2.1 |
| 1949 | 93 | 1.3 | 0 | .. | 120 | .20 | 32 | .08 | 15,300 | 2.0 |
| 1950 | 96 | 1.1 | 48 | 2.1 | 100 | .17 | 184 | .58 | 17,600 | 2.2 |
| 1951 | 142 | 1.3 | 31 | 1.1 | 130 | .22 | 126 | .43 | 21,000 | 2.4 |
| 1952 | 46 | 0.4 | 94 | 3.0 | 100 | .16 | 14 | .04 | 22,600 | 2.8 |
| 1953 | 86 | 0.6 | 2 | 0.1 | n. a. | n. a. | 31 | .10 | n. a. | n. a. |

n. a.—not available.

¹ Includes domestic trunk, local service and insular territorial airlines.

