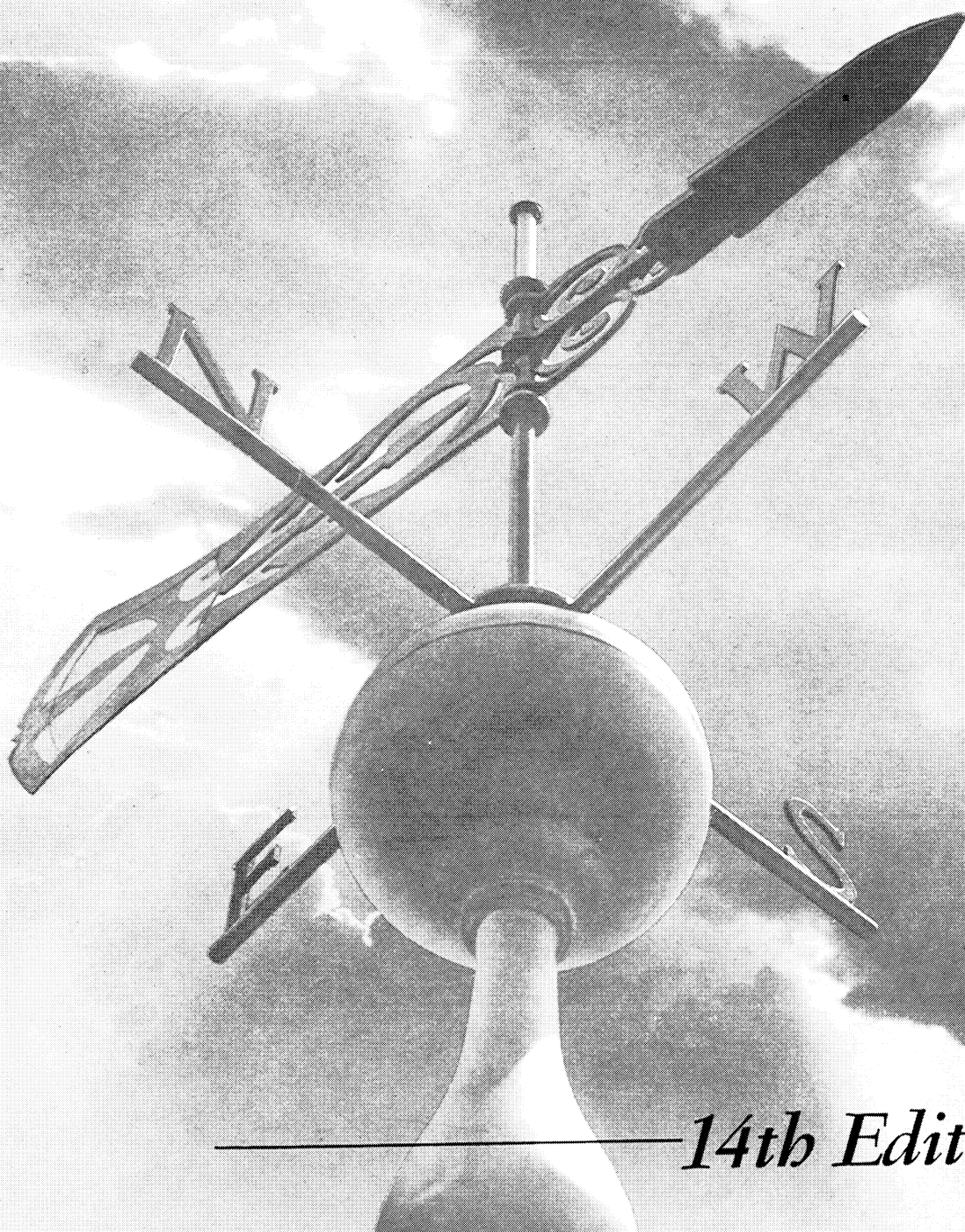

Air Transport

Facts and Figures



14th Edition, 1953



Scheduled Airlines

Celebrate 50th Anniversary

of Powered Flight

Few events in history have had greater significance in their impact on the social and economic development of the human race than the flight which took place at Kitty Hawk, N. C., on December 17, 1903.

On that day, a 12-horsepower biplane built by Wilbur and Orville Wright rose from the sands and remained airborne for 12 seconds. Weighing 750 pounds, including fuel and Orville, the Wright plane traveled 120 feet.

Today, a single plane in the U. S. scheduled air fleet is capable of carrying 50 times the weight of the Wright plane and of flying non-stop from 12 to 15 hours. It covers about 4,488 feet in 12 seconds, or more than 37 times the distance flown by the Wright plane.

The U. S. commercial airlines in scheduled domestic and international service have about 1,250 planes, of which more than one-half are four-engined, and are flying 236,000 route miles. These airlines are offering more lift capacity than the rest of the world's air carriers combined.

The factors which have made the United States pre-eminent in aviation are noteworthy.

First, we have the Wright Brothers and other pioneers whose vision and courage resulted in the development of powered, controlled flight. Their discovery was basic to the airlines.

Then, there were the pilot-veterans of World War I and the happy-go-lucky barnstormers of the post-war aerial circus days. They were the men who flew the pioneering planes and who supported the Post Office Department's slogan: "The mail must go through." It was this concept of expediting the mail that did as much as anything else to develop the airlines.

From 1918 to 1926, flying the mail was operated by the Government. Having demonstrated the feasibility of this service, the Post Office turned airmail operations over to private contractors.

Under the impetus of private enterprise, the embryos of the airlines we know today took form.

The big job of the day was to deliver the mail in the shortest possible time. The letter that took 32 hours to get from coast to coast at a cost of 35 cents an ounce in 1926, today takes 10 hours and costs 6 cents an ounce.

To regulate and promote the scheduled airlines in the public interest, the Civil Aeronautics Act was passed in 1938. Under this new directive, the scheduled airlines moved forward. Year by year, passengers contributed an increasing portion of the airlines' total revenues, and cargo was being developed as a new phase of airline business. It appeared that the courage and perseverance of the pioneers were about to pay off. Then came Pearl Harbor.

On the day Pearl Harbor was attacked, the military turned to the airlines for help. Their response was immediate. Approximately half their fleet, consisting of 359 twin-engine transports and 27 four-engine flying boats, was turned over to the military for logistic war operations throughout the world. One-half of their personnel (including 1,200 experienced pilots and some 6,000 mechanics and technicians) and about 100 top airline officials went to work for the military.

World War II was a convincing demonstration of the role of commercial air transportation in national defense and global war.

With new equipment and first-rate management, the scheduled airlines entered the Fifties with flying colors. The 1950 picture was one of record passenger, mail and cargo traffic, carried out over a rounded-out system more efficiently and dependably than ever before in the scheduled airlines' history.

However, once again, as in 1941, there were war rumblings—and once again the airlines were called to the colors. Since the hostilities in Korea began, the scheduled airlines have provided the Military Air Transport Service (MATS) with as many as 40 of their long-range four-engine equipment for the purpose of speeding men and essential supplies to Korea and of evacuating civilians, military and wounded. This contribution to the Pacific Airlift has enabled MATS to meet its logistic commitments in other parts of the world—to meet the threats to the security of the Western World.

Concurrent with their military role, the scheduled airlines are bringing more passenger, mail and cargo (express and freight) to more of the country than ever before; they are bringing this service direct to 687 U. S. Cities, to say nothing of the thousands of towns, villages and rural communities which stand to benefit from the transport facilities enjoyed by the larger urban areas.

In the best tradition of national enterprise, the first 50 years of powered flight have seen a new industry come of age. The future should see commercial air transport becoming even more useful, more productive and a more important force in the life of people everywhere.

James H. Doolittle President,

Air Transport Association of America

more than the 1950 population of New Orleans—between the U. S. and neighboring Latin American countries—more than double the number flying under the flags of other nations.

The average passenger using the U. S. scheduled airlines for travel from the United States to points outside the continental limits traveled 1,430 miles, and spent an average of just 6 hours time actually in the air.

Those passengers who availed themselves of U. S. scheduled trans-Atlantic service only averaged flights of 2,362 miles each way and spent only 18 hours and 40 minutes in the air for the round trip.

This time saving enables business men to transact on-the-spot negotiations which would be impossible otherwise and opens new vistas for vacationers who never before could afford the time away from work.

The impact of international travel in 1952 was felt most at the Port of New York, where there were 28,600 international airplane arrivals and departures during the year. These flights arrived at or departed from New York 75 times a day (24 hours) for an average of over three arrivals or departures every hour.



Local Service Airlines

Following the pattern of the scheduled domestic airlines, the local service airlines in 1952 showed gains in all services except express, which was down 5.7 percent. However, this was more than offset by the gain in local service freight operations, where 1,116,583 freight ton-miles were carried. This represented a gain of 21.3 percent over 1951.

Passenger-miles totaled 339,763,000, an increase of 17.3 percent over 1951. Mail ton-miles scored a new high of 911,863, up more than 6.3 percent above the previous year.

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the first time in the non-dollar industry in 1952. Operating revenues were in excess of \$1,120,000,000, a 13.8 percent increase over 1951.

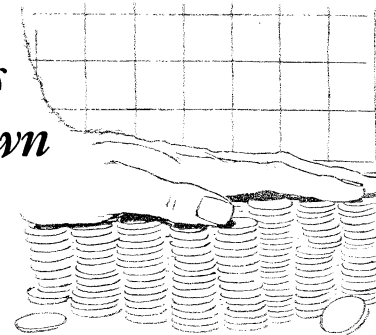
During 1952, passengers accounted for about 80 percent of the industry's revenues (77 percent of the ton-mileage flown), substantially exceeding that of mail and freight. While airmail ton-miles showed an increase, payment received by the carriers from the Post Office experienced a decrease. Total domestic and international mail revenues for the scheduled airlines in 1952 amounted to \$115,215,000 as against \$118,257,000 in 1951, representing a decrease in 1952 of 2.6 percent below the previous year. This was due to the non-subsidy mail rates (payments for services rendered only) received by 11 out of 16 trunk lines, decreased payments to international carriers, and smaller subsidy payments to the rest of the industry.

Subsidy On The Way Out

Today, more than 98 percent of all mail carried by the domestic scheduled airlines is free of airmail subsidy from the Government.

Due to lower Post Office payments for carrying the mail, the scheduled domestic trunk airlines received 21 per cent less pay for carrying 48½ percent more mail in 1952 than in 1950.

Air Lines Keep Down Their Fares



A regular fare flight from New York to Chicago in 1939 required four hours and thirty-five minutes and cost \$44.95. Today

between the same points, air tourist service, which is higher in quality than regular service was 14 years ago, takes three hours and 15 minutes and costs \$33.00. This does not take into consideration the depreciation of the dollar since 1939.

For example, in terms of the 1939 dollar, domestic trunkline passenger transportation is 40 percent less than it was 14 years ago—or *less than 3c a mile*.

By comparison with rail and bus fares, and in view of the general increase in labor, equipment and operation costs, the scheduled airlines' ability to keep down their fares is noteworthy.

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The scheduled airlines have been conscientious in carrying out the Government mandate to bring to the public the utmost in flying safety. In 1952, this continuing accent on safety resulted in the best safety record ever achieved by the U. S. scheduled domestic air carriers: 0.38 fatalities per 100 million passenger miles. This compares favorably with 1.3 in 1951 and 1.1 in 1950, the previous record year.

Averaging a landing or takeoff every 7 seconds, or approximately 13,000 per day, the domestic scheduled airlines completed a full 12 months of operations without a single fatality on February 11, 1953. During that period, they flew 13,150,000,000 revenue passenger miles, which is equivalent to one passenger making 2,548,449 round trips between New York and San Francisco.

In each month during which this safety record was being made, the scheduled domestic airlines flew more passengers and more passenger-miles than they did during the entire year 1938—the year which saw the passage of the Civil Aeronautics Act. In fact, during each of the months of August, September and October of 1952, the domestic scheduled passenger-miles flown were double those flown during the year 1938.

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Without sacrifice of safety, the scheduled airlines continued their efforts to reduce aircraft noise during 1952. To alleviate the noise level in areas adjacent to airports, aircraft run-up activities have been relocated where the noise generated will cause the least amount of disturbance. Blast-deflectors have been built around those areas to divert the noise skyward. In some instances, it has been possible to use existing buildings and structures on the airport as baffles.

Advances in aircraft design, faster and heavier planes, and heavier wing loadings make it possible to use runways leading away from congested areas in reasonable crosswinds, without relaxing the airlines' high safety standards. Moreover, flight patterns are being altered to avoid residential areas insofar as the best interests of safety will permit.

To give top policy consideration to the noise and related problems at the National Level, there exists the National Aviation Noise Reduction Committee. This committee has been created as a cooperative effort of all segments of aviation to meet the community problems caused by the volume of the Nation's air traffic.

Among the steps taken to make the airports of the United States good neighbors is the Report of the President's Airport Commission, generally known as the Doolittle Report, published in May of 1952. The recommendations there made are long-range and require the cooperation of the community with forces of aviation impinging upon it. These forces include the airlines, the pilots, the aircraft manufacturers and the government agencies concerned with the regulation of the aviation industry.

Those groups believe that their continuing efforts will persuade members of the American community to tolerate some noise as a part of the cost of living in this age of technology.

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Current mobilization planning includes the use of the airlines to supplement military transportation while continuing their support of the Nation's commerce. Under

this planning, the airlines stand ready to contribute to the security of the Nation more than four times as many ton-miles of lift capacity as they contributed at the time of Pearl Harbor, without serious disruption to normal civilian peacetime traffic. This military/civilian role is made possible by the greater utilization and greater lift capacity of present-day four-engined aircraft than provided by the aircraft available at the beginning of World War II.

The Civil Reserve Air Fleet Program agreed to by the Commerce and Defense Departments earmarks 294 four-engine airliners for transfer to overseas operations under contract to the Military Air Transport Service (MATS) on 48 hours' notice. The airlines will provide these airplanes with their skilled crews.

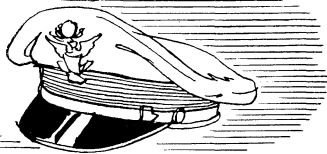
This contribution to the national security would cost the military about \$348,000,000, plus the additional millions represented by hangars, spare parts and trained "know-how."

About half of the airlines have already contracted with the Air Materiel Command to start at least part of the proposed modification. If necessary, the airlines will contribute more equipment, including skilled personnel.

In full mobilization, according to present planning, the airlines would still be able to fly more commercial traffic than they do at present, despite turning over to the military one-third of their fleet. This can be done because their aircraft utilization and resulting heavy load factors would increase more than the fleet size decreased.

The year 1953 will see the Nation able to look for even greater support from the scheduled airlines. In that year, their lift capacity will be increased by 40 percent above present capacity—that is, the scheduled airlines will be able to fly 9 billion more passenger-miles than the 15 billion passenger miles they flew during 1952.

*Military
Bureau*



The scheduled airlines contribution to the national defense effort is greatly enhanced by the operations of their Military Bureau.

Through this Bureau, the airlines are expediting the movement throughout the Nation, of approximately 60,000 military personnel a month. This kind of activity is winning transportation officers to the view that it is inexpensive, expedient and efficient to move military by air.

The transport of the military by air also serves as a strong morale factor, in that it gets our troops home from their overseas assignments in the shortest possible time.

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**INTO
THE FUTURE**

The Golden Anniversary of Powered Flight is not an occasion for enumerating achievement alone. Wilbur and Orville Wright are revered in aviation today not only for the first controlled powered flight, but for the day-to-day problems they share with later-day Wrights, who face, as they attempt to consolidate the past and project into the future, similar problems. We esteem the Wrights not alone for their achievement, but because they were conservative devotees of the slide-rule, and masters at conquering dull technical detail.

As the proponents of powered flight cross the mid-century mark they, too, must solve the problems in determining the air transportation pattern of the future.

One of the major problems which is currently challenging engineers, manufacturers, the airlines and city planners alike, is turbine-powered or jet aircraft.

The principle of jet propulsion is understood, accepted, and now the task is to use it—to make it a practical part of the air transport system of this country.

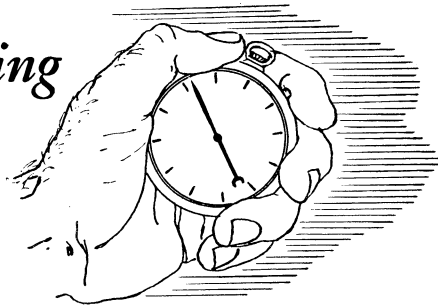
Cost is the chief obstacle between jet and the U. S. commercial airlines. The high rate of fuel consumption makes jet operation very expensive. The jet is most efficient when it can climb high—to altitudes from 30,000 to 40,000 feet—and cruise over a long distance. Hence, on short hops such as between New York and Washington, a jet airliner would no sooner be up than it would have to come down. And even on long non-stop flights, the rate of fuel consumption is so high at the present time that no jet aircraft has yet been built capable of carrying sufficient payloads to make its operation economically sound. However, the future will see this problem overcome.

Just as the great speed of the jet makes this type of aircraft most effective in long trans-continental and trans-oceanic flights, so it is becoming more and more apparent that traffic demands of the Nation will require the development of a plane designed for short-hauls—a plane more flexible, cheaper to operate, and easier to maintain than any plane presently in short-hop service.

The helicopter appears to offer much hope in meeting these requirements. Helicopter studies, together with limited operations to date, suggest that the helicopter can eventually provide an economical short flight in our scheduled air transport system.

The helicopter's contribution to the war in Korea—in evacuating the wounded from battle areas and in general reconnaissance—has cut at least ten years off the helicopter industry's anticipated time schedule for development and recognition. Korea has in fact brought about an awareness of the potential of the helicopter both to the military and to commercial air transport interests, to say nothing of the implications it holds for private flying.

*Improving
Service
to the
Public*



The advent of jets and helicopters gives great promise of providing means by which the airlines can continue improvement of their long-and-short-haul operations. The airlines regard themselves as obligated under their certificate from the Government to explore fully any possibility of improving their services to the public through the use of new type aircraft which can be used effectively for such purposes.

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Airpower includes not only the military strength aloft, but also the peacetime strength of the airlines. Airpower is the capacity of industry to apply the discoveries of science; it is the skill of mechanics and artisans; it is the exploitation of resources for improved fuels, metals and power plants; it is the training of youth to be at home in the medium of air; it is the sum total of all these things, which, measured from Kitty Hawk and fostered by private enterprise under an enlightened Federal policy, has resulted in the greatest commercial air transport system in the world.

Based on this past, and with the seeds of expansion so firmly planted in the present, the future of U. S. air transport is assured.

SCHEDULED AIR TRANSPORTATION GROWTH

The following pages cover the growth of the U. S. scheduled airlines from the beginning of World War II to the present. This year the statistical tables have been revamped in order to depict more effectively the ever-growing importance of safe, fast and economical air transportation to U. S. trade, travel and the national security. The records of the Civil Aeronautics Board, the Civil Aeronautics Administration and the Interstate Commerce Commission served as the source of the statistics here shown.

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CLASSES OF COMMERCIAL AIR CARRIERS IN THE UNITED STATES

As of 1953, seven principal classes of commercial air carriers could be recognized in the air transport industry of the United States. This classification is largely based upon scope of operations authorized or allowed by the Civil Aeronautics Board under the Civil Aeronautics Act.

1. The Domestic Trunk Lines include those air carriers, whose operating rights within the continental United States, to a large degree, derive from operations by present or predecessor companies. These companies antedate the Civil Aeronautics Act of 1938, thus according them "grandfather rights". Currently there are fourteen such companies, most of which have high-density traffic routes between the larger traffic centers within the United States. These companies as now constituted are:

American	Continental	Northwest
Braniff	Delta	Trans World
Capital	Eastern	United
Chicago & Southern	National	Western
Colonial	Northeast	

2. Domestic Local Service Lines, with one exception, have appeared since 1945, and are operating under temporary, limited period certificates. They operate the low density traffic routes between the smaller traffic centers, and between such and some larger centers.

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

3. International and Overseas group includes all U. S. Flag Air Carriers authorized to operate between the United States and foreign countries, between foreign countries, plus the extension of certain domestic trunk lines into Mexico and the Caribbean.

American	Colonial	Pan American
Braniff	Eastern	Pan American-Grace
Caribbean Atlantic	National	Trans World
Chicago & Southern	Northwest	United

4. Territorial Air Carriers presently include only two certificated lines operating in Hawaii. Alaskan carriers are separately designated as such.

Hawaiian	Trans-Pacific
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5. Certificated All Cargo Lines include operators holding special certificates to maintain scheduled cargo flights between designated areas in the United States. They carry neither mail nor passengers.

Slick	Riddle
Flying Tigers	U. S. Airlines

6. Helicopter Airmail Operators presently include three carriers certificated to carry mail between airports, central post-offices, and suburbs in New York, Chicago and Los Angeles. Freight service on the same route has been inaugurated in New York.

Helicopter Air Service	Los Angeles Airways	New York Airways
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7. Non Certificated Air Carriers include a diversified group of operators, who are described in the CAB 1952 Annual Report as follows:

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

Large irregulars	47 ¹
Irregular transport carriers	17
Air taxi operators	1,442
Non-certificated cargo carriers	3
Alaskan pilot-owners	97
Non-certificated Alaskan air carriers	8
Air freight forwarders	39

¹ One large irregular was awarded a certificate of public convenience and necessity.

Statistics in this publication are for the first four classes of carriers only. All statistics are from official reports or publications of the Civil Aeronautics Board, Civil Aeronautics Administration, Post Office and Interstate Commerce Commission.

**SERVICE
TO DOMESTIC
ROUTES AND
CITIES
CERTIFICATED
BY THE
C. A. B.
TO TRUNK
AND LOCAL
SERVICE
AIRLINES**

Year	Duplicated Route Miles ¹	Average Route Miles Operated ²	Cities Authorized for Service ³	Cities Actually Served ³
1941	43,411	42,757	n.a.	n.a.
1942	44,623	41,596	n.a.	n.a.
1943	45,304	42,537	n.a.	n.a.
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

**BREAKDOWN OF CITIES AUTHORIZED FOR SERVICE
December 31, 1952**

	Cities Served	Cities Not Served	Total
Trunk Lines			
exclusively	197	33	230
Local Service Airlines,			
exclusively	199	140	339
Combination Trunk and			
Local Service	188	4	192
<i>Total</i>	584	177	761

n.a.—not available

¹ The traditional measure of route mileage has been the miles of air-mail routes in the airlines' certificates. Since a given 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 mileage of mail routes as system mileage. However, these are the only certificated mileage figures available for prior years. The data are as of December 31st of each year.

² These figures represent the average number of *unduplicated* route miles over which individual airlines actually operated in the last Quarter of each year. This is calculated by the Civil Aeronautics Board.

³ Many cities are authorized for air service in certificates given to the airlines by the CAB which may not have adequate airports or airways facilities. As these deficiencies are corrected, service is inaugurated. All figures are for December 31st of each year.

**PLANES
IN
SERVICE
AND
AVAILABLE
CAPACITIES
OF THE
U. S.
CERTIFICATED
AIRLINES
1941-1952**

Year	Number of Planes In Service ⁴	Available Seat Miles Flown (000)	Available Ton Miles Flown (000)	Revenue Plane Miles Flown (000)
Domestic Trunk Lines				
1941	259	2,341,877	n.a. ²	134,406
1942	186	1,962,588	n.a.	111,341
1943	204	1,856,954	n.a.	105,354
1944	288	2,436,846	n.a.	138,732
1945	402	3,815,573	n.a.	205,934
1946	638	7,556,469	982,169	306,236
1947	748	9,152,389	1,202,535	311,879
1948	790	9,980,163	1,352,863	316,276
1949	784	11,117,703	1,505,330	323,241
1950	796	12,385,635	1,662,903	327,054
1951	804	14,671,982	1,959,497	362,473
1952	903	18,068,123	2,384,245	411,424
Local Service Airlines				
1945	12	2,486	n.a.	1,771
1946	23	17,964	1,762	3,041
1947	46	155,507	14,880	10,103
1948	68	323,942	31,442	18,321
1949	82	477,895	46,260	24,946
1950	137	599,159	61,587	33,690
1951	130	774,912	78,985	38,603
1952	131	904,908	94,804	41,143
Territorial Airlines¹				
1945	7	28,555	n.a. ²	1,663
1946	11	48,188	6,067	2,423
1947	13	65,865	8,026	3,073
1948	15	80,978	9,024	3,620
1949	15	95,056	10,278	4,127
1950	21	100,148	10,419	4,272
1951	21	119,049	13,143	5,029
1952	22	124,060	13,639	5,366
International Airlines³				
1941	83	248,331	n.a. ²	n.a. ²
1942	68	313,109	n.a.	n.a.
1943	70	307,513	n.a.	n.a.
1944	70	391,293	n.a.	n.a.
1945	97	583,440	n.a.	n.a.
1946	147	1,553,691	211,694	59,376
1947	313	2,924,335	418,356	86,481
1948	323	3,292,319	468,842	98,053
1949	379	3,624,673	534,853	104,526
1950	373	3,695,447	554,940	93,831
1951	379	4,334,498	599,340	97,529
1952	388	4,848,829	682,670	103,399

¹ Territorial airlines included with domestic trunk prior to 1945.

² Not available as data were not required by CAB prior to 1946.

³ The following aircraft, operated in both foreign and domestic trunk service, are listed in international as well as domestic: 1946—16; 1947—148; 1948—156; 1949—193; 1950—210; 1951—233; 1952—235.

⁴ All data for planes are as of December 31st of the year.

**AIRPLANES
OPERATED
BY U. S.
DOMESTIC
AND
INTERNATIONAL
AIRLINES**

**in
Selected
Years**

**All figures
as of
December
31st**

Type of Aircraft	No. of Engines	1941		1946 ¹		1951 ¹		1952 ¹	
		Domestic	Inter-national	Domestic	Inter-national	Domestic	Inter-national	Domestic	Inter-national
Boeing									
247-D	2	28	1	4	—	—	—	—	—
307-B	4	5	3	5	3	—	—	—	—
377	4	—	—	—	—	10	45	10	44
Convair									
240	2	—	—	—	—	102	14	99	14
340	2	—	—	—	—	—	—	25	1
Douglas									
DC-2	2	13	8	—	—	—	—	—	—
DC-3	2	225	38	470	63	425	27	334	26
DST	2	45	—	—	—	—	—	—	—
DC-4	4	—	—	158	50	137	123	124	101
DC-6	4	—	—	—	—	139	97	161	124
Lockheed									
Electra	2	16	9	3	—	—	—	—	—
Lodestar	2	13	7	11	—	11	—	11	—
Constellation	4	—	—	12	31	101	73	125	78
Martin									
202	2	—	—	—	—	12	—	21	—
404	2	—	—	—	—	18	—	96	—
Sikorsky	2	5	17	—	—	—	—	—	—
Stinson	1	9	—	10	—	—	—	—	—
<i>Total</i>		359	83	673	147	955	379	1,056	388

Domestic, includes Trunk, Local Service and Territorial, for this Table.

¹ Certain domestic trunk lines use the same airplanes on both domestic and international routes. Those airplanes listed in both international and domestic are:

	1946	1951	1952
Boeing 377	..	10	10
DC-4	8	69	55
DC-6	..	91	98
Constellation	8	55	64
DC-3	..	8	8

**NEW
PLANES
ON
ORDER**

**by U. S.
Domestic
and
International
Airlines**

**as of
the first
quarter
of 1953**

All planes listed herein were undelivered January 1, 1953 or were ordered between January 1 and April 1, 1953, and scheduled to be delivered within three years. All DC-6s and Convair 340s are scheduled for delivery in 1953.

Airplane Model	Number ¹	Estimated Cost Each ²	Total Fleet Cost	Estimated Annual Capacity of new Planes on order Seat Miles (000) ³
Douglas				
DC-6A & B	43	\$1,200,000	\$ 51,600,000	2,076,427
DC-7	58	2,000,000	116,000,000	3,423,160
Convair				
340	89	700,000	62,300,000	1,910,118
deHavilland				
Comet III	3	2,000,000	6,000,000	200,055
Lockheed				
Super Constellation	33	1,900,000	62,700,000	1,682,076
<i>Totals</i>	226		\$298,600,000	9,291,836

¹ The numbers for international service only are: DC-6—6; Comet III—3.

² The estimated cost of airplanes includes 20% for spare parts.

³ Available seat miles are calculated on the basis of average number of seats, average block to block speed and 7 hours daily utilization.

The Federal Airways System is a net work of air spaces 10 miles wide, and of indefinite altitude, constituting routes connecting most cities served by the certificated airlines, and equipped with navigation, communication and traffic control aids. The airways are designated by the Administrator of Civil Aeronautics at such time as they are completely equipped.

**THE
FEDERAL
AIRWAYS
SYSTEM
IN
SELECTED
YEARS**

	1941	1946	1949	1952
Mileage of Domestic Airways under Traffic Control	30,913	36,126	57,452	65,940 mi.
Trans Oceanic Routes with Airway Facilities ..	.....	14,703	21,257	19,358 mi.
Domestic Mileage with Very High Frequency Radio Communications and Navigation Aids .....	.....	.....	.....	57,304 mi.
Mileage of teletype weather reporting circuits	30,832	61,828	68,227	76,000 mi.
<hr/>				
<i>Emergency Landing Fields</i> ¹	310	255	220	94
<i>Lighting Aids</i>				
Airways light beacons ¹	2,276	2,156	1,801	896
Airport low visibility approach lights	14	32	90	100
<i>Radio Navigation Aids</i>				
4-course ranges, low/medium frequency	298	346	336	335
Omniranges, very high frequency .....	.....	.....	368	382 ²
Fan Markers, low/medium frequency	121	253	288	283
Radio Homing Beacons, low/medium frequency	38	76	110	154
<i>Electronic Low-visibility Landing Aids</i>				
Instrument Landing System	1	20	90	119
Precision Approach Radar .....	.....	.....	3	10
<i>Traffic Control Facilities</i>				
Enroute Traffic Control Centers	14	25	27	27
Airport Traffic Control Towers	3	99	155	166
Airport Radar .....	.....	.....	3	10
<i>Communications Facilities</i>				
Interstate Aviation Communications Stations ¹	396	399	421	375

¹ One of the problems in the development of the Federal Airways System has been the rapid obsolescence caused by technical change. As radio navigation has improved, visual aids such as beacon lights have been dispensed with in many locations. Airport construction has removed the need for most of the emergency landing fields. The change to very high frequency radio aids will eliminate the need for many low/medium frequency facilities and the increased number of control towers will reduce the number of communications stations.

² 28 of these ranges have experimental Distance Measuring Equipment installations.

³ Control Towers were municipally owned prior to 1942.

**NUMBER
OF
AIRPORTS
BY
CLASSES**

Continental
United States
1941-1952

	1941	1946	1947	1948	1949	1950	1951	1952 ²
Class I and Under ¹								
(Unpaved 1800'-2700', Paved 1800'-2500')	1,523	2,491	3,525	4,006	4,013	4,005	3,869	3,685
Class II								
(Unpaved 2700'-3700', Paved 2500'-3500')	702	758	845	972	995	964	993	976
Class III								
(Unpaved 3700'-4700', Paved 3500'-4500')	187	485	422	471	475	507	573	571
Class IV								
(Unpaved 4700'-5700', Paved 4500'-5500')	72	443	314	361	364	376	455	437
Class V								
(Unpaved 5700'-6700', Paved 5500'-6500')	...	313	100	131	133	139	182	181
Class VI								
(Unpaved 6700'-7700', Paved 6500'-7500')	...	...	52	7	73	81	164	116
TOTAL	2,484	4,490	5,258	5,948	6,053	6,072	6,236	5,966

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

² Military airports are included in this table and numbered 363 in 1952.

**PERSONNEL
EMPLOYED
BY
THE
SCHEDULED
AIRLINE
INDUSTRY
1941-1952**

Year	Pilots & Co-Pilots	Purser Stewards	Stewardesses Other Flight Personnel	Meteorolo- gists and Dispatches	Mechanics	Other Hangar and Field Personnel	Ticket Agents and Reserva- tionists Office Employees	All Others	Total
Domestic Airlines ¹									
1941	2,217	1,028	19	220	4,423	2,224	7,807	1,285	19,223
1942	2,194	753	112	1,581	9,348	2,969	7,717	2,236	26,910
1943	2,125	845	8	1,685	8,271	3,356	10,973	2,391	29,654
1944	2,879	1,322	11	1,870	7,136	3,509	12,201	2,270	31,198
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 ²	7,256	4,671	1,100	2,962	18,990	12,398	21,876	9,391	78,644



International Airlines

1941	447	182	30	....	1,966	2,707	1,903	....	7,235
1942	952	378	129	29	3,534	4,415	3,366	....	12,803
1943	207	147	322	511	2,140	1,835	1,859	2,604	9,625
1944	466	194	266	631	2,827	2,239	3,033	1,753	11,409
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 ²	1,631	1,204	799	982	4,410	3,257	4,695	4,494	21,472

¹ Includes Trunk, local service and territorial lines.

² 1952 figures are for September 30. All others are as of December 31.

**REVENUE TRAFFIC CARRIED BY THE SCHEDULED AIRLINES
IN SCHEDULED SERVICES 1941-1952**

Year	Revenue Passengers	Revenue Passenger Miles (000)	Passenger Load Factor %	Airmail Ton-Miles	Express Ton-Miles	Freight Ton-Miles ²	Total Revenue Ton-Miles (000)	Ton-Mile Load Factor
Domestic Trunk Airlines								
1941	3,848,882	1,384,733	59.13	13,168,018	5,258,551	.....	158,252	n.a.
1942	3,129,421	1,417,526	72.21	21,166,024	11,901,793	.....	177,099	n.a.
1943	3,035,755	1,634,135	88.00	36,068,309	15,636,811	.....	218,273	n.a.
1944	4,045,965	2,264,495	89.38	51,145,402	17,702,932	.....	289,885	n.a.
1945	6,376,843	3,336,278	88.16	65,003,542	20,509,753	1,168,534	424,652	n.a.
1946	11,889,617	5,903,111	78.81	32,877,905	23,651,666	14,433,101	654,614	66.65
1947	12,279,016	6,016,257	65.73	32,879,662	28,533,362	35,224,221	683,360	56.83
1948	12,324,038	5,822,388	58.34	37,509,922	29,768,883	70,437,811	703,054	51.97
1949	14,021,047	6,562,580	59.03	40,874,188	27,329,361	94,189,591	801,508	53.24
1950	15,978,172	7,766,008	62.70	46,314,753	36,538,183	112,860,631	951,475	57.22
1951	20,604,927	10,210,724	69.59	62,932,409	40,259,510	100,581,004	1,196,094	61.04
1952	22,768,174	12,120,789	67.08	68,296,296	40,375,164	117,128,101	1,404,867	58.92

Figures before 1945 include territorial lines

Local Service Airlines

1945	4,452	1,312	52.78	74,510	11,482	n.a.	202	n.a.
1946	25,118	6,812	37.92	60,088	24,354	25	688	39.05
1947	235,585	46,418	29.85	167,564	117,523	62,039	4,682	31.47
1948	425,685	87,928	27.14	361,984	189,550	264,794	9,040	28.75
1949	677,817	134,691	28.18	473,749	320,187	435,558	14,197	30.69
1950	969,428	188,782	31.51	629,006	622,819	695,844	20,307	32.97
1951	1,480,524	289,616	37.37	857,422	908,426	920,447	30,722	38.90
1952	1,736,388	339,763	37.55	911,863	887,471	1,116,583	35,471	37.41

Territorial Airlines¹

1945	194,957	24,865	87.08	27,529	325,569	181,514	3,128	n.a.
1946	298,710	38,033	79.04	34,058	112,372	389,199	3,872	63.82
1947	375,607	46,833	71.10	43,307	115,774	635,925	4,702	58.58
1948	418,372	52,864	65.28	53,490	134,400	581,122	5,145	57.01
1949	421,151	52,897	55.65	70,219	124,370	617,948	5,181	50.41
1950	476,812	57,746	57.66	65,188	118,880	529,228	5,449	52.30
1951	550,387	65,799	55.27	58,504	100,283	855,195	6,298	47.92
1952	515,180	67,885	54.72	50,013	54,925	1,257,557	6,765	49.60

International Airlines

1941	228,524	162,824	65.56	.....	.....	.....	.....	.....
1942	269,345	236,956	75.68	.....	.....	.....	.....	.....
1943	279,402	244,229	79.42	1,990,715 ³	5,088,325	.....	34,352	.....
1944	341,496	310,574	79.37	2,048,150	6,207,137	.....	39,705	.....
1945	475,558	447,968	76.78	3,399,339	8,717,511	.....	60,019	.....
1946	1,041,283	1,100,741	70.85	6,141,461	15,090,468	60,037	136,771	64.61
1947	1,359,712	1,810,045	61.90	15,498,122	30,808,591	2,087,822	238,439	57.04
1948	1,372,856	1,888,947	57.38	20,657,018	41,581,133	4,011,668	265,429	56.61
1949	1,520,067	2,053,980	56.67	24,401,628	49,443,623	6,714,414	297,169	55.56
1950	1,675,477	2,206,396	59.71	26,218,016	44,512,759	16,049,809	319,674	57.61
1951	2,033,121	2,599,915	59.98	26,999,011	.....⁴	71,260,378	371,414	61.97
1952	2,362,059	3,019,810	62.28	27,713,051	.....	72,627,275	418,496	61.30

¹ Beginning with 1952, in accordance with CAB classification, Caribbean-Atlantic Airlines, is included with International rather than Territorial.

² These data were not reported to the CAB prior to 1946.

³ International airmail includes 3 categories. An illustration of the proportions is:

	U. S. Letters	U. S. Parcel Post	Foreign Airmail	Total
1951	20,126,955	1,843,156	5,028,900	26,999,011 ton-miles
1952	19,705,911	2,362,221	5,644,919	27,713,051 ton-miles

⁴ Express included with Freight after 1950.

Section 2

**U. S. SCHEDULED AIRLINES OPERATING
REVENUES 1941-1952**

Year	Passenger Revenues	% Of Total	U. S. Mail	% of Total	Express and Freight	% Of Total	Other Revenues ²	% Of Total	Total Operating Revenues
Domestic Trunk									
1941	\$69,791,338	71.72	\$22,696,351	23.32	\$2,919,003	3.00	\$1,904,442	1.96	\$97,311,134
1942	74,819,050	69.18	23,470,088	21.68	6,977,943	6.44	2,981,749	2.70	108,248,830
1943	87,481,456	71.13	24,212,580	19.60	8,381,539	6.81	3,029,390	2.46	123,104,965
1944	116,440,690	72.36	33,317,366	20.70	8,306,288	5.16	2,863,848	1.78	160,928,192
1945	166,519,922	77.59	33,693,467	15.64	10,835,138	5.05	3,694,563	1.72	214,743,090
1946	272,573,481	87.39	20,273,557	6.50	13,269,914	4.25	5,776,089	1.86	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	13,432,191	2.56	524,108,614
1951	570,288,025	86.60	37,039,813	5.62	35,735,794	5.43	15,457,212	2.35	658,520,844
1952 ¹	669,769,257	87.55	36,282,686	4.74	41,309,483	5.40	17,670,000	2.31	765,031,426

Local Service

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	147,958	0.91	195,512	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 ¹	18,690,245	45.68	20,637,000	50.44	788,077	1.93	800,000	1.95	40,915,322

International

1941	\$14,020,811	36.91	\$15,472,179	40.73	\$1,475,207	3.88	\$7,021,770	18.48	\$37,989,967
1942	20,970,792	51.31	9,038,810	22.12	4,318,924	10.57	6,541,299	16.00	40,869,825
1943	19,333,389	58.87	3,624,223	11.04	4,401,466	13.40	5,480,095	16.69	32,839,173
1944	24,287,050	62.47	2,889,093	7.43	5,405,470	13.90	6,300,788	16.20	38,882,401
1945	38,858,800	56.23	12,246,219	17.75	7,314,743	10.58	10,691,311	15.44	69,111,073
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	22,126,830	8.07	18,350,930	6.69	274,154,538
1950	160,672,885	61.77	55,689,069	21.41	21,663,922	8.33	22,105,532	8.49	260,131,408
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 (Fiscal Year)	160,432,025	69.14	36,380,720	15.68	19,366,289	8.35	15,850,415	6.83	232,029,449

¹ Estimated.

² Other Revenues—Excess baggage, nonscheduled transport service, other transportation and incidental revenues and foreign mail.



**U. S.
SCHEDULED
AIRLINES
OPERATING
EXPENSES
1941-1952**

Year	Flying Operations	% Of Total	Direct Maintenance Flying Equip.	% Of Total	Depreciation Flight Equipment	% Of Total
Domestic						
1941	\$27,391,837	30.5	\$9,789,797	10.9	\$7,750,571	8.6
1942	21,865,924	25.9	8,664,437	10.3	5,861,730	6.9
1943	20,739,121	21.7	9,132,260	9.5	4,742,030	5.0
1944	28,238,316	22.7	11,892,963	9.6	5,018,845	4.0
1945	43,421,033	24.0	16,392,654	9.1	9,408,938	5.2
1946	69,729,554	22.1	32,490,116	10.2	25,191,856	7.9
1947	85,932,761	23.0	41,029,360	11.0	36,240,510	9.7
1948	104,163,765	25.3	46,093,128	11.2	39,533,925	9.6
1949	119,961,143	27.6	50,270,468	11.6	39,447,911	9.0
1950	132,060,283	28.6	53,747,249	11.6	39,429,856	8.6
1951	160,469,094	29.1	66,571,477	12.0	41,272,647	7.5
Local Service						
1946	\$ 497,438	24.1	\$ 347,727	16.9	\$ 151,010	7.3
1947	2,203,155	24.3	1,336,677	14.7	922,395	10.2
1948	4,526,827	28.4	2,338,788	14.8	1,455,756	9.1
1949	6,486,969	29.0	3,280,965	14.6	2,042,843	9.2
1950	8,687,483	31.0	3,594,219	12.8	1,617,079	5.8
1951	10,950,415	30.5	4,289,066	11.9	1,631,376	4.5
International						
1941	n.a.		n.a.		n.a.	
1942	n.a.		n.a.		n.a.	
1943	\$ 8,074,416	25.2	\$2,172,952	6.8	\$1,744,326	5.4
1944	8,469,557	21.6	3,030,386	7.7	1,852,251	4.7
1945	15,297,599	24.8	5,198,602	8.4	2,421,832	3.9
1946	32,027,695	22.9	11,063,761	7.9	8,953,732	6.4
1947	53,188,662	25.4	21,997,077	10.5	18,579,977	8.9
1948	67,163,026	28.6	24,241,052	10.3	19,588,511	8.3
1949	72,346,828	28.6	26,310,942	10.4	23,675,868	9.4
1950	70,979,949	28.6	26,158,178	10.5	25,637,532	10.3
1951	75,031,034	27.8	29,855,966	11.1	24,263,357	9.0

Year	Aircraft Operating Expenses	% Of Total	Ground And Indirect Expenses	% Of Total	Total Operating Expenses
Domestic					
1941	\$44,932,205	50.0	\$44,986,928	50.0	\$89,919,133
1942	36,392,091	43.1	47,974,400	56.9	84,366,491
1943	34,613,411	36.2	60,949,609	63.8	95,563,020
1944	45,150,124	36.3	79,371,967	63.7	124,522,091
1945	69,222,625	38.3	111,403,704	61.7	180,626,329
1946	127,411,526	40.2	189,709,954	59.8	317,121,480
1947	163,202,631	43.7	210,187,837	56.3	373,390,468
1948	189,790,818	46.1	221,486,955	53.9	411,277,773
1949	209,679,522	48.2	225,477,685	51.8	435,157,207
1950	225,237,388	48.8	236,300,592	51.2	461,537,980
1951	268,313,218	48.6	284,268,070	51.4	552,581,288
Local Service					
1946	\$996,175	48.3	\$1,064,254	51.7	\$2,060,429
1947	4,462,227	49.2	4,607,078	50.8	9,069,305
1948	8,321,371	52.3	7,602,141	47.7	15,923,512
1949	11,810,777	52.8	10,570,938	47.2	22,381,715
1950	13,898,781	49.6	14,150,445	50.4	28,049,226
1951	16,870,857	46.9	19,124,227	53.1	35,995,084
International					
1941	n. a.		n. a.		n. a.
1942	n. a.		n. a.		n. a.
1943	\$11,991,694	37.4	\$20,087,295	62.6	\$32,078,989
1944	13,352,194	34.0	25,874,474	66.0	39,226,668
1945	22,918,033	37.1	38,846,750	62.9	61,764,783
1946	52,045,188	37.2	87,797,658	62.8	139,842,846
1947	93,765,716	44.8	115,527,816	55.2	209,293,532
1948	110,992,589	47.2	124,294,394	52.8	235,286,983
1949	122,333,638	48.4	130,529,491	51.6	252,863,129
1950	122,775,659	49.4	125,547,413	50.6	248,323,072
1951	129,150,357	47.9	140,580,121	52.1	269,730,478

Note: Insufficient data is available for estimating 1952 expenses due to changes in reporting requirements.

n.a.—not available.

**DISTRIBUTION OF 1951 GROUND AND INDIRECT EXPENSES FOR U. S. AIRLINES
BY MAJOR ACCOUNTING CATEGORIES**

	Ground Operations	Ground & Indirect Maintenance	Passenger Service	Traffic And Sales	Advertising & Publicity	General and Administrative	Depreciation Ground Equip.
Domestic Trunk	79,264,315	41,110,372	42,562,536	58,023,916	16,211,294	40,816,274	6,279,362
Local Service	6,362,680	2,584,178	1,671,151	3,942,731	1,073,348	3,366,714	451,273
International	34,961,666	20,014,276	17,513,918	29,832,382	11,374,406	23,905,202	3,042,057

TOTALS		Total Ground & Indirect Expense	Total Aircraft Operating Expense	Total Operating Expense
		Domestic Trunk	284,268,069	268,313,218	552,581,287
	Local Service	19,452,075	17,263,521	36,715,596
	International	140,643,907	129,221,191	269,865,098

**AIRMAIL
REVENUES
AND
SERVICE
COSTS
1941-1952**

Fiscal Year	Airmail Revenues	All Allocated Post Office Costs Except Payments to Airlines	Payments to Airlines ³	Net Post Office Balance
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Domestic, Local Service and Territorial

1941	23,920,465	10,184,619	20,697,220	— 6,961,374
1942	33,417,367	13,035,417	23,473,170	— 3,091,220
1943 ¹	62,818,568	21,154,730	23,308,477	+ 18,355,361
1944	79,412,510	21,480,220	28,401,373	+ 29,530,917
1945	81,237,389	14,737,786	35,199,255	+ 31,300,348
1946	68,427,924	20,278,453	28,733,479	+ 19,415,992
1947	54,356,782	45,705,073	27,636,134	— 18,984,425
1948	53,586,950	30,438,635	50,223,746	— 27,075,431
1949	65,385,603	45,941,107	56,705,560	— 37,261,064
1950	74,120,038	47,235,853	62,386,052	— 35,501,867
1951	95,425,704	60,274,073	61,141,000	— 25,989,369
1952 ⁴	119,924,293	84,134,000	58,895,000	— 23,104,707

International

1941	9,309,793	3,786,266	13,628,695	— 8,024,168
1942	12,015,864	1,438,513	14,298,159	— 3,720,808
1943 ¹	28,500,000	1,505,742	5,563,283	+ 4,442,459
1944 ²	51,276,499	27,169,035	3,231,371	+ 20,876,093
1945	110,675,066	51,630,408	6,021,671	+ 53,022,987
1946	58,081,237	31,794,545	14,612,000	+ 11,674,692
1947	21,772,578	4,602,428	28,528,000	— 11,357,850
1948	23,815,519	7,855,220	43,716,000	— 27,755,701
1949	25,695,375	21,921,670	51,497,000	— 47,723,295
1950	27,334,124	23,272,463	55,014,000	— 50,952,339
1951	31,306,067	20,876,677	57,116,000	— 46,686,610
1952 ⁴	33,673,988	25,862,396	56,320,000	— 48,508,408

¹ No cost ascertainment report for 1943. Expenses are estimated.

² During war years overseas mail, except for Latin America, was carried by Air Transport Command with consequent reductions in sums paid to airlines.

³ Payments to airlines may be subject to retroactive adjustment by the Civil Aeronautics Board back to 1948 for domestic and 1946 for international.

⁴ 1952 figures are either preliminaries or estimates.

CHEDULE AIRLINES ASSETS AND LIABILITIES for selected years

1941 (12/31) 1946 (12/31) 1951 (12/31) 1952 (9/30)

Domestic Trunk Lines

(Including international operations of these carriers)

Assets

Current Assets	\$48,766,772	\$152,381,835	\$286,240,000	\$337,418,000
Investments & Special Funds	2,863,981	51,140,907	62,194,000	47,635,000
Flight Equipment	61,776,693	242,877,281	436,153,000	536,215,000
—Depreciation	29,364,884	74,751,529	209,929,000	251,324,000
Flight Equipment—Net	32,411,809	168,125,752	226,224,000	284,891,000
Other Operating Property—Net .....	.....	.....	61,153,000	71,499,000
Non-Operating Property—Net	903,194	.....	759,000	311,000
Deferred Charges	3,031,349	15,322,859	11,186,000	9,532,000
Other Assets	301,729	129,134	794,000	433,000
Total Assets	\$88,278,774	\$387,100,487	\$648,550,000	\$751,719,000

Liabilities

Current Liabilities	\$22,195,524	\$105,659,559	\$218,363,000	\$229,699,000
Long Term Debt	1,769,771	90,097,739	134,006,000	157,681,000
Capital Stock	33,095,620	92,896,915	127,431,000	142,170,000
Capital Surplus	22,402,837	46,989,967	63,698,000	81,632,000
Earned Surplus	5,949,126	41,018,688	97,141,000	88,148,000
Operating Reserves	1,015,725	1,139,235	3,682,000	6,620,000
Other Liabilities	1,850,171	9,298,384	4,228,000	45,769,000
Total Liabilities	\$88,278,774	\$387,100,487	\$648,549,000	\$751,719,000

Local Service

Assets

Current Assets .....	.....	\$1,926,386	\$10,694,189	\$ 9,839,176
Investments & Special Funds .....	.....	916,592	776,091	1,098,096
Flight Equipment .....	.....	3,330,764	.....	.....
—Depreciation .....	.....	499,364	.....	.....
Flight Equipment—Net .....	.....	2,831,400	5,492,710	9,453,841
Other Operating Property—Net .....	.....	.....	2,104,000	2,556,000
Non-Operating Property—Net .....	.....	.....	22,000	247,000
Deferred Charges .....	.....	573,837	1,022,563	1,233,067
Other Assets .....	.....	190,048	51,566	35,941
Total Assets .....	.....	\$6,438,263	\$20,163,119	\$24,463,121

Liabilities

Current Liabilities .....	.....	\$1,984,949	\$ 8,025,592	\$ 9,847,972
Long Term Debt .....	.....	500,000	1,943,305	3,406,977
Capital Stock .....	.....	1,407,987	7,160,802	7,215,158
Capital Surplus .....	.....	2,790,985	4,487,884	5,641,158
Earned Surplus .....	.....	(532,303)	(1,821,466)	(2,081,656)
Operating Reserves .....	.....	50,331	33,130	393,026
Other Liabilities .....	.....	236,315	333,872	40,486
Total Liabilities .....	.....	\$6,438,264	\$20,163,119	\$24,463,121

International

(Pan American and Panagra Only)

Assets

Current Assets	\$13,915,046	\$ 98,282,686	\$ 92,210,000	\$ 83,412,000
Investments & Special Funds	8,480,673	19,576,414	15,802,000	12,827,000
Flight Equipment .....	.....	83,083,114	133,167,000	158,342,000
—Depreciation .....	.....	22,339,084	65,860,000	75,200,000
Flight Equipment—Net	19,260,215	60,744,030	67,307,000	83,142,000
Other Operating Property—Net	7,663,116	.....	12,649,000	13,233,000
Deferred Charges	2,668,398	8,753,037	25,034,000	26,857,000
Other Assets	7,227,988	.....	721,000	734,000
Total Assets	\$59,215,436	\$187,356,167	\$213,723,000	\$220,205,000

Liabilities

Current Liabilities	\$10,017,675	\$ 39,401,012	\$ 66,114,000	\$ 64,700,000
Long Term Debt	489,428	69,308,397	27,950,000	27,750,000
Capital Stock	9,686,975	16,664,825	10,892,000	10,867,000
Capital Surplus	14,707,605	21,517,529	62,803,000	62,828,000
Earned Surplus	4,895,733	12,804,477	23,149,000	28,290,000
Operating Reserves	17,345,045	17,000,062	6,821,000	8,581,000
Other Liabilities	2,072,975	10,659,865	15,994,000	17,189,000
Total Liabilities	\$59,215,436	\$187,356,167	\$213,723,000	\$220,205,000

Section 4

UNITED STATES INTERCITY PASSENGER MILES BY COMMON CARRIERS AND PRIVATE AUTOMOBILES 1945-1952

Does not include rail commutation, electric railway and waterborne passenger traffic

(Millions of Passenger Miles)

	1945	1946	1947	1948	1949	1950	1951	1952
<i>Pullman and Air Travel</i>								
Rail Pullman	26,912	19,801	12,261	11,015	9,349	9,340	10,226	9,504
Domestic trunk lines	3,336	5,903	6,011	5,823	6,563	7,766	10,211	12,121
Domestic local service lines	1	7	47	88	135	189	290	346
Pullman and Air combined ...	30,249	25,711	18,319	16,926	16,047	17,295	20,727	21,871
Airline % of this total	11.03	22.99	33.07	34.92	41.74	46.00	50.66	55.42
<i>Other Common Carriers</i>								
Rail coach	59,415	39,039	27,665	24,315	20,273	17,441	19,524	19,758
Intercity Motor Bus lines	26,927	25,576	23,948	23,529	22,411	21,254	21,499	20,732
Total	86,342	64,615	51,613	47,844	42,684	38,695	41,023	40,490
<i>Total All Common Carriers</i>								
	116,591	90,326	69,932	64,770	58,731	55,990	61,750	62,361
<i>Private Automobile Intercity</i>								
	179,837	253,570	272,958	287,423	316,774	337,339	379,324	390,704
<i>Total Common and Private Carriers</i>								
	296,428	343,896	342,890	352,193	375,505	393,329	441,074	453,065
Common Carrier % of Total	39.33	26.27	20.39	18.39	15.64	14.23	14.00	13.76
<i>Passenger Miles Per Capita</i>								
	2,118	2,432	2,392	2,412	2,528	2,619	2,919	2,959

Section 5

COMPARATIVE TRANSPORTATION SAFETY RECORD 1941-1952

Rate per 100,000,000 Passenger Miles

	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952
<i>Domestic scheduled air transportation</i>												
Fatalities	35	55	22	48	76	75	199	83	93	96	142	46
Rate	2.3	3.7	1.2	2.2	2.2	1.2	3.2	1.3	1.3	1.1	1.3	.4
<i>International scheduled air transportation</i>												
Fatalities	2	0	10	17	17	40	20	44	0	48	31	94
Rate	1.2	..	3.9	5.3	3.7	3.5	1.1	1.0	..	2.1	1.2	3.1
<i>Intercity motor buses</i>												
Fatalities	x	x	x	x	120	140	140	120	120	100	130	x
Rate .....	.24	.23	.22	.22	.17	.19	.21	.18	.20	.17	.22	x
<i>Railroad passenger trains</i>												
Fatalities	39	110	262	249	142	116	74	52	32	184	126	0
Rate .....	.14	.20	.30	.26	.16	.18	.16	.13	.09	.58	.41	..
<i>Passenger automobiles and taxicabs</i>												
Fatalities	x	x	x	x	12,900	15,400	15,300	15,200	15,300	17,600	21,000	x
Rate	4.0	2.7	2.7	2.9	2.9	2.5	2.3	2.1	2.0	2.2	2.4	x
x Not available												

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