TABLE III.—*Electric railway track and total miles of motorbus and trolley coach route of the transit industry in the United States, 1940, 1945 to 1964, inclusive (50 States and the District of Columbia)*

As of Dec. 31—	Total miles of railway track			Trolley coach miles of negative overhead wire	Motorbus miles of route round trip
	Surface	Subway and elevated	Total		
1940	18,367	1,242	19,609	1,943	78,100
1945	16,480	1,222	17,702	2,357	90,700
1946	15,490	1,226	16,716	2,388	91,400
1947	13,750	1,226	14,976	2,733	95,600
1948	11,740	1,224	12,964	2,952	96,800
1949	10,700	1,231	11,931	3,385	96,700
1950	9,590	1,223	10,813	3,545	98,300
1951	8,240	1,217	9,457	3,715	100,000
1952	7,309	1,223	8,532	3,773	99,900
1953	6,126	1,226	7,352	3,700	100,300
1954	5,547	1,218	6,765	3,667	99,300
1955	4,976	1,221	6,197	3,466	100,100
1956	4,495	1,251	5,745	3,326	101,000
1957	3,774	1,245	5,019	3,007	102,700
1958	2,600	1,244	3,844	2,723	104,800
1959	2,200	1,245	3,445	2,491	106,600
1960	1,900	1,243	3,143	2,196	108,700
1961	1,355	1,246	2,601	2,017	111,500
1962	1,312	1,245	2,557	1,849	114,300
1963	990	1,246	2,236	1,119	117,400
1964	918	1,255	2,173	986	118,300

Source: American Transit Association.

TABLE IV.—*Distribution by size of city, number of transit companies, number of transit vehicles (Dec. 31, 1964)*

Population range (cities)	Number of transit companies	Number of transit vehicles				
		Rapid transit cars	Surface street cars	Trolley coaches	Motor-buses [1]	Total transit vehicles
500,000 plus	30	9,064	1,082	1,485	20,700	32,331
100,000 to 499,999	133		37	300	12,400	12,737
50,000 to 99,999	135		56	58	6,100	6,214
49,999 or less	432		95	22	5,000	5,117
Suburban and other	422		290		5,000	5,290
Total	1,152	9,064	1,560	1,865	49,200	61,689

[1] Partially estimated.

Source: American Transit Association.

(b) *Age of Facilities*

The age of transit facilities is directly related to maintenance costs and to the degree to which such facilities are used by the public. Obsolete, uncomfortable vehicles and old, poorly maintained stations contribute to the spiral of decreasing demand and increasing costs which faces so many transit companies. Increasing operating expenses prevent many transit operators from building sufficient depreciation reserves to replace equipment and often require borrowing to purchase new equipment. Lenders and equipment companies, in turn, are either unwilling to extend credit or charge high interest