TABLE XI.—*Trend and distribution of transit operating revenue in the United States by types of service, 1940 and 1945–64, inclusive (50 States and the District of Columbia)*

[In millions]

Calendar year	Railway			Trolley coach	Motorbus	Grand total
	Surface	Subway and elevated	Total			
1940	$328.3	$128.3	$456.6	$25.5	$256.7	$738.8
1945	560.1	149.4	709.5	71.2	605.5	1,386.2
1946	543.6	157.5	701.1	74.5	626.4	1,402.0
1947	510.4	156.6	667.0	79.3	649.5	1,395.8
1948	474.6	191.7	666.3	92.8	733.8	1,492.9
1949	402.5	218.0	620.5	114.4	760.5	1,495.4
1950	361.7	216.4	578.1	124.1	753.9	1,456.1
1951	318.9	214.7	533.6	134.1	808.9	1,476.6
1952	279.7	213.9	493.6	149.8	862.3	1,505.7
1953	250.6	239.5	490.1	153.5	873.6	1,517.2
1954	204.2	269.2	473.4	143.9	858.8	1,476.1
1955	175.5	264.3	439.8	133.2	857.7	1,430.7
1956	139.4	271.4	410.8	130.0	879.7	1,420.5
1957	115.3	267.6	382.9	117.5	889.7	1,390.1
1958	99.1	266.5	365.6	103.2	885.2	1,354.0
1959	93.0	272.2	365.2	91.0	924.9	1,381.1
1960	87.6	281.8	369.4	81.9	955.9	1,407.2
1961	79.9	285.7	365.6	78.7	945.4	1,389.7
1962	73.3	293.0	366.3	76.0	961.2	1,403.5
1963	61.2	287.4	348.6	56.2	985.8	1,390.6
1964	55.6	295.8	351.4	46.4	1,010.3	1,408.1

Source: American Transit Association.

Changes occurred in these years also in the use of transit facilities during the day. Due to an increasing separation of residential and employment centers, greater use of the automobile for recreation and shopping, and the postwar shift from a 6- to a 5-day workweek, mass transit riding has become highly concentrated in the 4-hour period of each working day Monday through Friday when persons commute to and from their places of employment. This concentration of ridership in a brief period of time is one of the main reasons for continuing high costs in the transit industry despite an overall reduction in the number of passengers. Equipment and manpower needed for the peak hours are not used to their greatest capacity during the off-peak period.

Table XII shows a deteriorating financial picture for mass transit since the war. A striking change has been the decline in the ratio of operating income to gross operating revenue. This ratio declined from 10.77 percent in 1945 to 0.5 percent in 1958. It rose again from 1959 to 1962 but fell in 1963 and 1964 when operating deficits occurred.

One of the largest items accounting for an increase in operating expenses has been labor. In many cities the cost of labor has increased 100 percent in this period. The cost of replacement parts and fuel is also about double what it was before World War II. Part of the labor and fuel costs are due to traffic congestion, not met by corresponding increase in passenger revenue. It is estimated that delays in downtown traffic absorb at least 18 percent of the total vehicle running time.