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BUS FACTS FOR 1933

AFFILIATED WITH
AMERICAN AUTOMOBILE
ASSOCIATION

NATIONAL ASSOCIATION
of MOTOR BUS OPERATORS
Washington, D. C.

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BUS FACTS FOR 1933

A Publication of Facts and Figures
of the Motor Bus Industry as of
January 1, 1933



Compiled and Published

by the

**NATIONAL ASSOCIATION OF
MOTOR BUS OPERATORS**

TOWER BUILDING, WASHINGTON, D. C.

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NATIONAL ASSOCIATION OF MOTOR BUS OPERATORS

TOWER BUILDING, WASHINGTON, D. C.

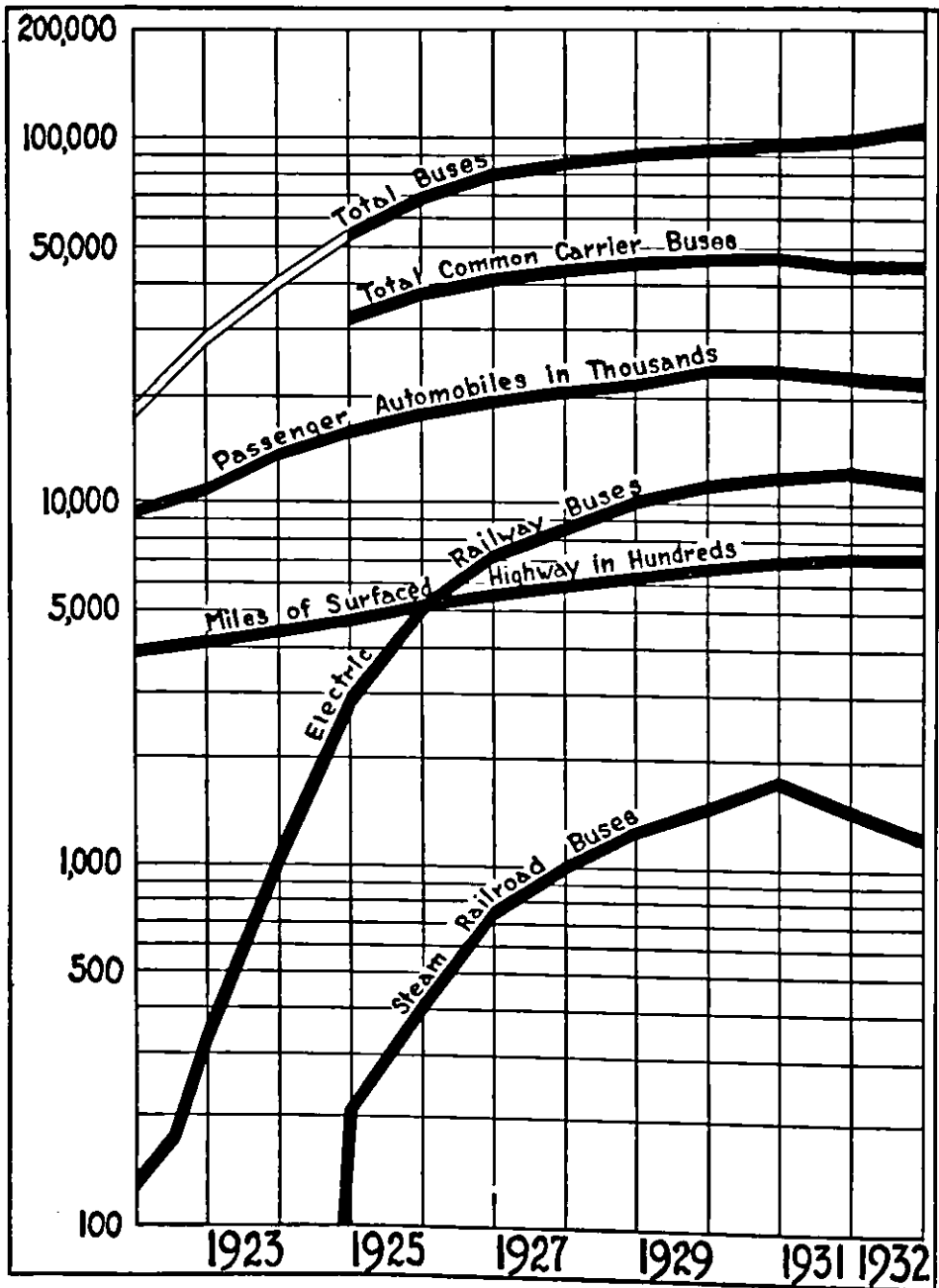
The National Association of Motor Bus Operators now in the seventh year of its existence as the national trade association of motor bus owners and operators, was formally organized early in 1926 as the Motor Bus Division of the American Automobile Association, through the affiliation with the American Automobile Association of the National Bus Association which had been formed in the summer of 1925. In 1928 the organization became known as the National Motor Bus Division of the American Automobile Association. At a general meeting of motor bus operators called in Chicago on August 22nd, 1929, a reorganization took place which resulted in a general change of government, membership classifications, dues, and standing committees, etc., and the name was officially changed to the National Association of Motor Bus Operators. In April, 1931, the Association was incorporated under the laws of the District of Columbia. During all these changes affiliation with the American Automobile Association was retained and the relationship originally held by the National Motor Bus Division with the American Automobile Association has not been materially affected.

Membership in the National Association of Motor Bus Operators is open to all operators of motor buses, to state associations of motor bus operators, and to manufacturers, distributors, and other persons, firms, or corporations having dealings of a general nature with operator members of this Association.

All activities that promote the welfare and prosperity of motor bus operators and of the bus industry as a whole are within the scope of this Association's program. These include national, state and municipal legislation, important litigation in which precedents affecting bus operation are likely to be established, the collection and distribution of facts about bus operation, the study and dissemination of bus operating cost data, the maintenance of relations with important groups of organized business men, including other transportation agencies, and the distribution to the public of facts on the economy and convenience of bus travel.

BUS FACTS is an annual compilation of all important statistical information bearing on the industry which has been brought to light by various individuals, trade publications, and authoritative research agencies, during the completed calendar year. The information which it contains has been carefully examined, added to, and brought up-to-date by this Association, which here presents it in compact reference form. Single copies may be obtained free of charge upon request.

The Growth of Motor Bus Transportation



All automotive transport curves levelling off after constant increase during past decade.

Statistical Summary of Motor Bus Transportation

AS OF DECEMBER 31st	1928	1929	1930	1931*	1932
MOTOR BUS STATISTICS					
TOTAL ALL BUSES	90,500	92,500	95,400	98,900	104,000
Motor Carrier Buses.....	33,350	33,300	32,500	31,850	32,213
Electric Railway Buses.....	10,062	11,250	11,827	12,050	11,541
Steam Railroad Buses.....	1,256	1,454	1,759	1,500	1,248
School Buses.....	40,875	42,000	45,000	48,500	55,231
Sightseeing Buses (1).....	2,750	2,346	2,175	3,000	2,089
Other Buses (2).....	2,207	2,150	2,139	2,000	1,700
TOTAL ALL OPERATORS	23,600	23,900	23,490	23,000	27,601
Motor Carrier Operators.....	6,220	5,520	5,150	4,564	4,585
Electric Railway Operators.....	260	262	267	251	231
Steam Railroad Operators.....	62	66	59	55	55
School Operators.....	15,930	16,525	16,600	16,700	21,500
Sightseeing Operators (1).....	380	455	400	380	330
Other Operators (2).....	748	1,072	1,014	1,050	900
TOTAL ALL BUS ROUTE	719,500	782,500	827,100	898,000	1,049,800
Motor Carrier Bus Route.....	248,900	278,600	291,200	320,000	336,499
Electric Railway Bus Route.....	20,280	22,399	24,300	20,000	17,263
Steam Railroad Bus Route.....	16,793	25,236	23,000	27,000	25,638
School Bus Route.....	410,370	425,750	451,000	500,000	642,500
Sightseeing Bus Route (1).....	17,185	21,409	25,500	23,000	20,600
Other Bus Route (2).....	5,972	9,106	9,100	8,000	7,300
COMMON CARRIER BUS MILES	1,685,000,000	1,750,000,000	1,825,000,000	1,804,600,000	1,797,000,000
CITY SERVICE.....	365,000,000	408,000,000	441,000,000	456,600,000	527,000,000
INTERCITY SERVICE.....	1,320,000,000	1,342,000,000	1,384,000,000	1,348,000,000	1,270,000,000
COMMON CARRIER PASSENGERS	1,683,000,000	1,855,000,000	1,866,000,000	1,802,000,000	1,736,000,000
City Service.....	1,234,000,000	1,358,000,000	1,362,000,000	1,337,000,000	1,314,000,000
Intercity Service.....	449,000,000	497,000,000	504,000,000	465,000,000	422,000,000
COMMON CARRIER GROSS REVENUE	350,000,000	305,000,000	400,250,000	370,000,000	348,800,000
City Service.....	95,000,000	110,000,000	110,250,000	108,500,000	101,400,000
Intercity Service.....	255,000,000	285,000,000	290,000,000	261,500,000	247,400,000
COMMON CARRIER INVESTMENT	290,000,000	345,000,000	375,500,000	397,000,000	409,500,000
In Rolling Stock.....	238,000,000	276,000,000	293,000,000	308,000,000	318,500,000
In Terminals and Garages.....	52,000,000	69,000,000	82,500,000	89,000,000	91,000,000
COMMON CARRIER TAXES AND FEES	25,000,000	31,000,000	36,100,000	36,650,000	38,650,000
Special Taxes and Fees (3).....	21,200,000	26,500,000	31,200,000	32,525,000	34,500,000
General Taxes (4).....	3,800,000	4,500,000	4,900,000	4,125,000	4,150,000
PRODUCTION OF CHASSIS	8,656	9,049	8,730	7,300	4,210
PRODUCTION OF BODIES	7,379	8,864	8,915	7,117	4,270
COMPARATIVE STATISTICS OF RAIL CARRIERS					
ELECTRIC RAILWAYS					
Revenue (from cars).....	\$906,000,000	\$907,000,000	\$832,000,000	734,000,000	612,000,000
Additional Revenue from buses.....	83,900,000	102,500,000	99,500,000	98,000,000	88,000,000
Rev. pass. carried (cars only).....	11,500,000,000	11,389,000,000	10,180,000,000	9,356,000,000	8,130,000,000
Passenger cars.....	69,963	67,035	67,370	63,764	62,423
Miles of track.....	38,807	37,860	36,586	34,984	33,099
STEAM RAILROADS					
Passenger Revenue.....	\$901,019,000	\$874,000,000	\$730,000,000	555,000,000	376,000,000
Passenger Miles.....	31,601,000,000	31,078,000,000	26,823,000,000	21,800,000,000	16,800,000,000
Passenger train cars.....	54,800	54,425	52,130		
Miles first main track.....	249,309	249,400	249,219	249,172	247,883

NOTES.—All motor bus statistics above are taken from or are estimates based upon the annual census of the motor bus industry conducted by BUS TRANSPORTATION (see pages 6-10). (1) Small number included with Electric Railway and Steam Railroad figures. (2) Includes Hotel, Industrial and other buses used for non-revenue purposes. (3) All taxes paid as users of the highway and as operators of motor vehicles. Taxes for 1932 include excise taxes levied under the Revenue Act of 1932. (4) All taxes paid as citizens and businesses in general. * Some 1931 figures revised in the light of more accurate information developed subsequent to their initial publication.



Annual Motor Bus Census

1928-

Census Conducted by BUS

as of

UNITED STATES	1928				1929				1930			
	Common Carrier	Sight-seeing and for Hire	School	Other	Common Carrier	Sight-seeing and for Hire	School	Other	Common Carrier	Sight-seeing and for Hire	School	Other
Census total	34,424	2,168	35,867	1,111	36,258	2,201	40,868	1,081	36,585	2,254	46,067	993
I—New England												
1. Connecticut.....	531	20	425	9	508	26	380	11	702	25	496	9
2. Maine.....	262	17	150	20	200	14	166	16	124	18	185	14
3. Massachusetts.....	1,557	112	965	9	1,723	105	1,005	9	1,783	115	1,030	22
4. New Hampshire.....	60	5	150	21	101	5	175	21	131	5	200	20
5. Rhode Island.....	259	6	35	28	261	7	38	28	269	6	38	19
6. Vermont.....	108		80	19	130		88	19	196		100	17
II—Central Atlantic												
7. District of Columbia.....	387	60	4	13	224	60	4	14	234	65	15	12
8. Delaware.....	76	3	118		94	4	126		62		145	
9. Maryland.....	447	24	267	4	491	25	400	2	425	25	420	3
10. New Jersey.....	3,573	37	1,050	71	3,892	45	1,123	74	4,580	47	1,150	68
11. New York (outside city).....	1,820	28	650	71	1,815	35	655	79	1,892	70	670	55
New York City.....	1,092	522		21	1,367	525		21	1,319	500		30
12. Pennsylvania.....	2,653	96	850	14	2,720	109	900	17	2,655	128	1,000	14
III—Southeast												
13. Alabama.....	217		654	18	220		1,059	20	224		1,065	11
14. Florida.....	522	120	650	126	522	97	910	121	503	25	925	104
15. Georgia.....	306	3	725	12	327	0	750	9	337	14	1,200	8
16. North Carolina.....	572		3,234	28	518		3,250	22	502		3,750	16
17. South Carolina.....	162	5	263	4	163	6	675	5	167	6	1,027	5
18. Virginia.....	599	1	1,319	5	636	2	1,250	7	837	2	1,361	6
IV—Midwest												
19. Illinois.....	1,695	80	305	289	1,581	76	336	288	1,700	75	500	268
20. Indiana.....	1,204	4	5,055	11	991	9	5,765	10	1,011	8	6,111	10
21. Iowa.....	252	2	1,200	17	291	1	1,317	13	317	30	1,654	13
22. Kentucky.....	604		176	7	599		190	9	668		150	9
23. Michigan.....	1,968	48	586	16	1,906	51	664	18	2,019	63	788	20
24. Ohio.....	2,026	14	2,593	15	2,252	16	2,610	18	2,172	28	2,650	15
25. West Virginia.....	479	1	325	2	513	1	350	1	567	2	355	4
26. Wisconsin.....	622	2	800	20	658	3	650	21	582	2	655	19
V—Gulf Southwest												
27. Arkansas.....	292	2	116	20	298	3	365	17	298	2	655	1
28. Louisiana.....	491	25	1,234	31	441	27	1,350	25	305	25	2,174	10
29. Mississippi.....	93		1,800	9	98		3,100	8	105	1	3,125	7
30. Missouri.....	778	4	100	21	789	3	110	15	939	3	115	14
31. Oklahoma.....	426		1,025	2	435		1,200	2	460		1,170	2
32. Tennessee.....	487	14	594	4	479	14	650	21	487	15	675	6
33. Texas.....	954	12	565	14	1,268	15	580	14	1,305	5	685	11
VI—Central Northwest												
34. Minnesota.....	571	2	1,000	12	462	2	1,350	10	426	4	1,360	13
35. Montana.....	89	54	350	14	88	50	375	1	98	61	350	5
36. North Dakota.....	71		750	2	167		800	1	56		825	1
37. South Dakota.....	100	10	300	2	102	10	241	1	178	12	250	1
VII—West Mid-Continent												
38. Colorado.....	569	170	517	15	559	175	542	13	689	200	560	12
39. Kansas.....	413		415	4	311		430	3	325		500	3
40. Nebraska.....	193		275	4	235		295	2	219		300	2
41. Wyoming.....	62	325	200	1	62	326	314		108	273	419	
VIII—Pacific Southwest												
42. Arizona.....	278		250	9	181		275	7	223	6	285	6
43. California.....	2,319	260	1,625	67	2,436	265	1,650	60	2,606	275	1,660	54
44. Nevada.....	132		65	1	201		88	1	100		105	1
45. New Mexico.....	145		210	1	150		225	2	166		260	2
46. Utah.....	222	37	253	16	194	36	275	11	186	52	280	9
IX—Pacific Northwest												
47. Idaho.....	113		275	4	123		350	3	133		375	6
48. Oregon.....	844	1	175	3	702	1	175	3	438	8	300	18
49. Washington.....	729	42	1,144	18	786	45	992	16	767	59	995	18

Totals by States and Regions

1933

TRANSPORTATION (New York City)

Jan. 1st, 1933

UNITED STATES	1931				1932				1933			
	Common Carrier	Sight-seeing and for Hire	School*	Other	Common Carrier	Sight-seeing and for Hire	School*	Other	Common Carrier	Sight-seeing and for Hire	School*	Other
Census total	38,918	2,086	48,775	977	40,806	2,107	55,306	930	40,279	2,069	63,438	
New England	3,455	157	2,129	95	3,581	155	2,147	88	3,823	154	2,735	
Central Atlantic.....	12,604	702	3,778	175	14,708	730	3,958	169	14,354	695	8,148	
Southeast.....	2,614	82	11,221	146	2,557	66	11,872	131	2,456	66	12,810	
Midwest.....	9,095	107	12,777	358	9,082	121	16,160	349	8,637	120	16,325	
Gulf Southwest.....	3,506	49	9,474	53	4,005	58	9,150	51	3,672	58	12,865	
Central Northwest.....	792	77	2,579	19	809	77	2,592	19	750	77	2,900	
West Mid-Continent.....	1,700	474	1,879	17	1,189	470	1,919	15	1,523	470	1,800	
Pacific Southwest.....	3,600	374	2,680	72	3,479	375	2,885	68	3,697	374	3,430	
Pacific Northwest.....	1,462	64	2,253	42	1,396	55	2,263	40	1,367	55	2,425	
I—New England												
1. Connecticut.....	718	25	472	7	738	25	475		751	25	500	
2. Maine.....	124	20	190	14	80	18	190		120	18	500	
3. Massachusetts.....	1,944	100	1,035	20	2,080	100	1,035		2,240	100	1,200	
4. New Hampshire.....	137	5	210	18	139	5	215		128	5	225	
5. Rhode Island.....	318	6	97	19	337	6	105		385	5	110	
6. Vermont.....	214	1	125	17	207	1	127		199	1	200	
II—Central Atlantic												
7. District of Columbia.....	256	65	13	10	296	60	12		320	55	15	
8. Delaware.....	66		145		59		200		29		208	
9. Maryland.....	635	6	665	3	635	15	771		442	15	825	
10. New Jersey.....	5,268	31	1,250	65	5,729	30	1,255		5,597	30	1,500	
11. New York (outside city).....	2,126	65	700	55	2,067	60	705		2,187	55	4,000	
New York City.....	1,423	450		28	1,772	475			1,750	450		
12. Pennsylvania.....	2,830	85	1,005	14	4,150	90	1,015		4,029	90	1,600	
III—Southeast												
13. Alabama.....	245		2,198	11	249	2	2,200		253	2	2,250	
14. Florida.....	427	62	1,130	100	414	50	1,150		401	50	700	
15. Georgia.....	361	6	1,205	8	461	5	1,400		460	5	2,320	
16. North Carolina.....	530	2	4,045	16	475	2	3,960		470	2	4,240	
17. South Carolina.....	195	6	1,238	5	144	2	1,669		142	2	1,700	
Virginia.....	856	6	1,405	6	814	5	1,493		730	5	1,600	
IV—Midwest												
19. Illinois.....	1,786	42	300	268	1,768	40	275		1,455	40	100	
20. Indiana.....	1,005	6	6,125	10	1,000	5	6,372		1,037	5	6,500	
21. Iowa.....	355	5	1,600	12	310	6	2,411		317	5	1,800	
22. Kentucky.....	645		155	9	645		155		623		400	
23. Michigan.....	1,883	20	862	20	1,878	25	865		1,825	25	850	
24. Ohio.....	2,236	30	2,700	16	2,273	35	5,020		2,285	35	5,500	
25. West Virginia.....	573	2	360	4	570	5	362		620	5	475	
26. Wisconsin.....	612	2	675	19	591	0	700		475	5	700	
V—Gulf Southwest												
27. Arkansas.....	323	2	1,210	1	318	5	1,220		229	5	1,290	
28. Louisiana.....	330	15	2,363	12	360	16	2,335		387	15	2,325	
29. Mississippi.....	119	1	3,130	7	118	1	2,800		109	1	4,000	
30. Missouri.....	691	0	129	14	958	5	125		1,037	5	388	
31. Oklahoma.....	475		1,200	4	485	5	1,480		486	5	1,782	
32. Tennessee.....	435	12	726	6	453	12	825		310	12	900	
33. Texas.....	1,223	13	725	11	1,307	15	725		1,114	15	2,200	
VI—Central Northwest												
34. Minnesota.....	441	5	1,523	12	478	5	1,530		448	5	1,700	
35. Montana.....	104	60	355	5	103	60	360		126	60	350	
36. North Dakota.....	59		526	1	50		526		37		550	
37. South Dakota.....	188	12	175	1	178	12	176		139	12	300	
VII—West Mid-Continent												
38. Colorado.....	895	180	565	12	300	175	570		625	175	575	
39. Kansas.....	365		510	3	350		494		350		500	
40. Nebraska.....	343		325	2	450		415		457		250	
41. Wyoming.....	97	294	479		89	295	440		91	295	475	
VIII—Pacific Southwest												
42. Arizona.....	302	37	290	6	378	36	290		506	35	500	
43. California.....	2,780	250	1,065	54	2,719	250	1,070		2,815	250	2,100	
44. Nevada.....	47		110	1	43		112		53		125	
45. New Mexico.....	177	2	265	2	162	4	430		162	4	430	
46. Utah.....	204	85	350	9	177	85	383		161	85	275	
IX—Pacific Northwest												
47. Idaho.....	189		380	6	157		385		159		375	
48. Oregon.....	507	5	300	18	541	5	300		552	5	350	
49. Washington.....	706	50	1,578	18	698	50	1,578		701	5	1,700	

NOT COUNTED BY STATES FOR 1932

NOT COUNTED FOR 1933

* Approximately 4,000 school buses in 1931 census, 7,000 in 1932 census and 8,000 in 1933 census also included with common carrier buses.

Census of Public Carrier Conducted by *BUS TRANSPORTATION*

UNITED STATES	DIVIDED ACCORDING TO OWNERSHIP									GRAND TOTAL		
	GROUP A Motor Carriers			GROUP B Electric Railways and Subsidiaries			GROUP C Steam Railroads and Subsidiaries			Groups A + B + C All Public (Revenue) Carriers		
	No. of Cos.	No. of Buses	Miles of Route	No. of Cos.	No. of Buses	Miles of Route	No. of Cos.	No. of Buses	Miles of Route	No. of Cos.	No. of Buses	Miles of Route
Census total	4,868	29,561	355,029	231	11,541	17,263	65	1,248	25,638	6,154	42,348	397,930
New England.....	449	2,417	18,932	15	1,237	2,068	4	323	4,270	468	3,977	25,270
Central Atlantic.....	1,695	10,259	42,432	64	4,688	5,535	7	102	1,336	1,756	15,049	49,303
Southeast.....	394	1,936	29,202	19	559	558	12	27	722	425	2,522	30,482
Midwest.....	958	5,825	69,963	72	2,839	5,530	8	93	2,597	1,038	8,757	78,090
Gulf Southwest.....	388	2,601	65,039	33	958	1,593	8	271	6,463	429	3,730	73,095
Central Northwest.....	92	695	17,947	4	125	202	3	7	284	99	827	18,433
West Mid-Continent.....	202	1,419	25,125	7	226	227	3	348	9,170	212	1,993	34,522
Pacific Southwest.....	484	3,407	65,264	19	622	788	7	42	587	510	4,071	66,639
Pacific Northwest.....	206	1,102	21,125	8	287	762	8	33	209	217	1,422	22,096
I—New England												
1. Connecticut.....	67	521	2,635	1	255	649				68	776	3,284
2. Maine.....	34	126	1,052	1	4	35		8	191	36	138	1,278
3. Massachusetts.....	213	1,184	11,164	12	846	1,182	2	310	4,004	227	2,340	16,350
4. New Hampshire.....	34	133	1,003							34	133	1,003
5. Rhode Island.....	42	253	1,323	1	132	202	1	5	75	44	390	1,600
6. Vermont.....	59	200	1,755							69	200	1,755
II—Central Atlantic												
7. District of Columbia.....	1	4	38	1	25	52				2	20	90
8. Delaware.....	17	193	1,254	2	182	263				19	375	1,517
9. Maryland.....	68	309	5,308	3	148	130				71	457	5,438
10. New Jersey.....	672	3,158	5,452	6	2,462	2,639	1	7	185	678	5,627	8,276
11. New York (outside city).....	271	1,784	9,278	13	455	731	2	3	38	286	2,242	10,047
New York City.....	119	1,717	3,723	3	483	222				122	2,200	3,945
12. Pennsylvania.....	547	3,094	17,379	27	933	1,498	4	92	1,113	578	4,119	19,990
III—Southeast												
13. Alabama.....	97	237	5,119	2	17	18	1	1	10	100	255	5,147
14. Florida.....	45	359	6,991	4	89	72	1	4	87	50	451	7,150
15. Georgia.....	87	352	3,161	2	100	131	5	13	553	94	465	3,835
16. North Carolina.....	50	433	5,748	3	35	48	2	4	49	65	472	5,845
17. South Carolina.....	31	130	3,937	2	12	13	2	2	5	35	144	3,955
18. Virginia.....	84	425	4,256	6	307	276	1	3	18	91	735	4,550
IV—Midwest												
19. Illinois.....	81	1,016	10,327	16	420	744	7	59	1,797	104	1,495	12,868
20. Indiana.....	185	718	7,707	12	324	700				197	1,042	8,407
21. Iowa.....	30	218	7,718	7	104	262				37	322	7,080
22. Kentucky.....	130	544	7,007	3	79	108				133	623	7,115
23. Michigan.....	163	926	14,049	4	924	1,251				167	1,850	15,300
24. Ohio.....	253	1,692	14,514	16	628	836				269	2,320	15,350
25. West Virginia.....	57	535	4,277	5	56	123	1	34	800	63	625	5,200
26. Wisconsin.....	59	176	4,364	9	304	1,506				68	480	5,870
V—Gulf Southwest												
27. Arkansas.....	47	216	2,955	2	14	16	2	4	96	51	234	3,067
28. Louisiana.....	72	342	6,143	3	60	37				75	402	6,180
29. Mississippi.....	15	65	1,295	2	45	75				17	110	1,370
30. Missouri.....	42	638	10,673	6	208	210		196	4,010	50	1,042	14,893
31. Oklahoma.....	31	324	7,845	4	167	271				35	491	8,116
32. Tennessee.....	55	223	4,863	4	81	390	2	18	247	61	322	5,500
33. Texas.....	126	693	31,265	12	383	594	2	53	2,110	140	1,129	33,969
VI—Central Northwest												
34. Minnesota.....	20	332	10,607	2	117	189	1	4	204	23	453	11,000
35. Montana.....	27	183	2,667				2	3	80	29	186	2,737
36. North Dakota.....	16	29	1,713	2	8	13				18	37	1,726
37. South Dakota.....	29	151	2,970							29	151	2,970
VII—West Mid-Continent												
38. Colorado.....	113	712	6,635	1	40	50	2	48	870	116	800	7,555
39. Kansas.....	27	229	8,616	4	121	114				31	350	8,730
40. Nebraska.....	26	92	1,637	2	65	63	1	300	6,300	29	457	10,000
41. Wyoming.....	36	386	8,237							36	386	8,237
VIII—Pacific Southwest												
42. Arizona.....	38	530	7,278	2	11	17				40	541	7,295
43. California.....	362	2,468	50,594	14	589	681	5	8	35	371	3,065	51,310
44. Nevada.....	7	19	1,201				2	34	552	9	63	1,753
45. New Mexico.....	53	166	2,317							53	166	2,317
46. Utah.....	34	224	3,874	3	22	90				37	246	3,904
IX—Pacific Northwest												
47. Idaho.....	50	159	4,512							50	159	4,512
48. Oregon.....	57	470	6,688	1	54	47	3	33	209	61	557	9,944
49. Washington.....	99	473	6,925	7	233	716				106	706	7,840

* Vehicle totals include automobiles operated as buses.

(Revenue) Bus Operations

(New York City) as of Jan. 1st, 1933

DIVIDED ACCORDING TO USE

GROUP 1 City Operations			GROUP 2 Intercity Intrastrate Operations			GROUP 3 Interstate Operations			GROUP 4 Sightseeing and For Hire Operations			Total of Groups 1 and 2 Intrastrate Fixed Route Operators		
No. of Coa.	No. of Buses	Miles of Route	No. of Coa.	No. of Buses	Miles of Route	No. of Coa.	No. of Buses	Miles of Route	No. of Coa.	No. of Buses	Miles of Route	No. of Coa.	No. of Buses	Miles of Route
955	15,257	13,799	3,379	20,342	247,649	490	4,680	115,927	330	2,089	20,535	4,334	35,599	260,448
63	1,470	2,110	309	1,826	13,592	82	627	6,328	14	154	3,240	372	3,296	15,702
556	6,755	5,003	951	5,819	25,025	102	1,780	14,900	147	695	3,475	1,507	12,574	30,928
40	766	762	339	1,510	25,300	34	180	3,400	12	66	1,020	379	2,276	26,062
149	3,555	3,042	725	4,302	54,343	142	780	18,250	22	120	2,455	874	7,857	57,385
47	1,225	1,245	332	2,011	62,120	39	436	9,150	11	58	580	379	3,238	63,365
19	145	214	68	520	12,914	8	85	4,755	5	77	550	86	665	13,128
21	280	267	87	821	18,201	28	422	12,669	76	470	3,385	108	1,101	18,468
39	790	914	414	2,602	21,900	24	305	39,475	34	374	4,350	452	3,392	21,814
23	271	242	154	931	13,354	31	165	7,000	9	55	1,500	177	1,202	13,596
21	393	744	34	268	1,440	11	90	1,000	25	100	55	661	2,184	
1	1	1	29	104	877	3	15	300	18	100	30	105	878	
27	877	1,047	175	1,213	9,303	20	150	3,500	5	100	2,500	202	2,080	10,350
7	32	65	23	77	335	3	19	103	1	5	500	30	109	400
4	141	217	8	59	343	30	185	1,000	5	40	12	200	560	
3	26	36	40	105	1,294	16	68	425	1	1	43	131	1,330	
3	3	4	2	26	86	2	40	400	11	55	500	2	29	90
3	245	342	3	35	275	10	25	1,600	3	15	125	6	280	617
3	147	345	55	270	3,068	47	1,358	2,000	10	30	500	58	417	4,313
447	2,929	1,730	174	1,310	4,046	9	107	1,000	10	55	350	621	4,239	5,776
45	902	1,147	222	1,178	7,550	14	125	2,500	93	450	1,000	267	2,080	8,697
15	1,625	445	495	3,000	10,000	20	125	8,000	20	90	1,000	15	1,625	445
43	904	990	90	200	4,500	4	25	600	1	2	10	63	228	4,537
5	28	37	31	200	6,000	2	10	200	5	50	750	43	391	6,200
12	191	200	80	325	3,100	7	26	500	2	5	100	85	435	3,235
5	110	135	35	275	4,500	12	75	1,200	1	2	25	42	395	4,820
7	120	120	30	110	3,500	1	10	400	1	2	10	33	132	3,545
3	22	45	73	400	3,700	8	35	500	2	5	125	81	695	3,925
8	295	225	61	370	7,643	7	80	3,000	5	40	1,500	92	1,375	8,368
31	1,005	725	115	600	6,000	62	150	2,000	2	5	50	133	887	6,357
18	287	357	17	107	5,000	5	50	2,750	2	5	50	30	267	5,180
13	160	180	113	500	6,000	15	35	1,000	5	25	300	118	588	6,115
5	88	115	120	950	10,000	20	100	4,500	5	25	300	142	1,725	10,500
22	775	500	200	1,200	11,000	20	135	3,000	5	35	500	244	2,150	11,850
44	950	850	84	425	4,100	3	150	1,000	2	5	5	58	470	4,195
4	45	95	54	150	4,600	10	80	1,000	1	5	50	57	395	4,820
12	245	220	46	206	2,800	1	8	150	1	5	100	49	221	2,817
3	15	17	66	294	5,650	2	5	200	2	15	250	71	382	5,730
5	88	80	9	59	790	4	5	500	1	1	5	12	104	865
3	45	75	30	243	10,698	10	360	3,800	1	5	100	39	677	10,993
9	434	297	16	296	5,914	7	15	2,000	2	5	26	471	6,116	
10	175	202	52	214	4,770	3	19	500	2	12	75	58	291	4,925
4	77	155	113	699	31,500	12	24	2,000	2	15	50	126	1,090	31,919
13	391	419	10	298	6,730	2	66	4,000	3	5	200	18	382	6,800
8	80	70	22	90	2,189	1	2	275	1	60	175	27	124	2,267
5	34	98	12	21	1,478	3	9	230	1	12	175	15	28	1,496
3	7	20	24	113	2,519	2	8	250	1	12	175	26	131	2,546
2	18	26	27	490	2,500	8	75	2,000	75	175	3,000	33	550	2,555
6	60	55	19	146	6,110	4	75	2,500	27	275	6,230	27	275	6,230
8	129	120	22	130	3,733	2	250	6,200	27	207	3,800	27	207	3,800
5	77	67	19	55	5,858	14	22	1,989	1	295	385	21	69	5,883
2	14	25	4	24	4,445	5	25	2,500	3	35	350	32	481	4,445
4	24	45	300	1,825	12,000	15	250	36,000	25	250	2,500	331	2,585	12,810
31	740	810	6	45	1,500	2	5	250	1	5	250	7	48	1,503
1	3	3	1	2	1,500	1	2	300	1	4	500	51	160	1,517
1	10	17	30	150	2,500	1	23	425	5	85	1,000	31	138	2,539
1	13	39	8	44	4,500	13	40	2,000	3	5	500	42	134	3,512
2	9	12	44	365	5,354	10	100	4,000	3	5	500	48	452	5,444
4	87	90	70	441	4,500	13	40	2,000	6	5	1,000	87	610	4,640
17	175	140												

Census of School Bus Operations

Conducted by *BUS TRANSPORTATION* (New York City)

as of Jan. 1st

United States	No. of Schools	No. of Buses	Miles of Route	Children Carried Daily	Cost of Service
Census total	21,296	63,438	641,618	2,131,699	\$48,769,730
I. New England	1,195	2,735	18,250	93,670	2,890,000
II. Central Atlantic.....	3,489	8,148	64,598	235,739	7,188,000
III. Southeast.....	4,520	12,810	126,120	530,000	7,825,000
IV. Mid West.....	4,240	16,325	180,000	489,500	12,005,000
V. Gulf Southwest.....	4,057	12,865	152,650	482,990	8,481,730
VI. Central Northwest.....	960	2,900	25,750	66,750	2,315,000
VII. West Mid-Continent.....	660	1,800	24,000	42,250	2,225,000
VIII. Pacific Southwest.....	1,150	3,430	34,750	142,300	3,790,000
IX. Pacific Northwest.....	1,015	2,425	25,500	78,500	2,050,000
I—New England					
1. Connecticut.....	250	500	3,000	14,000	575,000
2. Maine.....	100	500	4,000	12,500	575,000
3. Massachusetts.....	450	1,200	6,500	50,000	1,080,000
4. New Hampshire.....	135	225	1,500	8,670	250,000
5. Rhode Island.....	110	110	850	2,500	150,000
6. Vermont.....	150	200	2,400	6,000	250,000
II—Central Atlantic					
7. District of Columbia.....	55	208	2,500	7,500	230,000
8. Delaware.....	4	15	98	239	20,000
9. Maryland.....	375	825	9,000	40,000	838,000
10. New Jersey.....	450	1,500	9,000	60,000	1,750,000
11. New York (outside).....	2,000	4,000	30,000	68,000	2,750,000
12. Pennsylvania.....	650	1,600	4,000	60,000	1,600,000
III—Southeast					
13. Alabama.....	650	2,250	11,250	75,000	1,450,000
14. Florida.....	250	700	7,000	45,000	1,000,000
15. Georgia.....	1,000	2,320	21,000	85,000	1,150,000
16. North Carolina.....	1,170	4,240	58,870	200,000	2,175,000
17. South Carolina.....	700	1,700	20,000	45,000	950,000
18. Virginia.....	750	1,600	8,000	80,000	1,100,000
IV—Mid-West					
19. Illinois.....	85	100	900	6,000	100,000
20. Indiana.....	1,000	6,500	68,000	190,000	4,000,000
21. Iowa.....	400	1,800	14,400	42,500	1,100,000
22. Kentucky.....	175	400	3,600	12,000	250,000
23. Michigan.....	325	850	5,100	25,000	680,000
24. Ohio.....	1,250	5,500	78,000	170,000	4,750,000
25. West Virginia.....	405	475	6,000	30,000	550,000
26. Wisconsin.....	600	700	6,000	14,000	575,000
V—Gulf Southwest					
27. Arkansas.....	514	1,290	13,650	51,000	608,700
28. Louisiana.....	1,150	2,325	32,500	85,000	1,850,000
29. Mississippi.....	900	4,000	36,000	120,000	2,000,000
30. Missouri.....	185	388	3,500	13,990	305,030
31. Oklahoma.....	508	1,762	24,000	70,000	1,120,000
32. Tennessee.....	300	900	10,000	25,000	600,000
33. Texas.....	500	2,200	33,000	98,000	2,000,000
VI—Central Northwest					
34. Minnesota.....	400	1,700	11,000	38,000	1,140,000
35. Montana.....	100	350	4,250	7,000	225,000
36. North Dakota.....	380	550	8,000	16,000	750,000
37. South Dakota.....	100	300	2,500	5,750	200,000
VII—West Mid-Continent					
38. Colorado.....	170	575	5,200	17,000	950,000
39. Kansas.....	250	500	7,500	7,000	500,000
40. Nebraska.....	100	250	2,300	8,250	325,000
41. Wyoming.....	140	475	9,000	10,000	450,000
VIII—Pacific Southwest					
42. Arizona.....	70	500	6,000	7,500	300,000
43. California.....	780	2,100	15,000	100,000	2,750,000
44. Nevada.....	30	125	2,000	4,000	85,000
45. New Mexico.....	240	430	8,250	10,800	405,000
46. Utah.....	30	275	3,500	20,000	250,000
IX—Pacific Northwest					
47. Idaho.....	65	375	5,500	9,500	200,000
48. Oregon.....	150	350	2,500	9,000	350,000
49. Washington.....	800	1,700	17,500	60,000	1,500,000

NOTE: It is estimated that approximately 8,000 of the buses listed above are operated part time as common carriers and as these are included in the figures for common carrier service the figure for school buses shown on page 5 will necessarily differ with the total developed by *BUS TRANSPORTATION*.

Use of Buses in Foreign Countries†

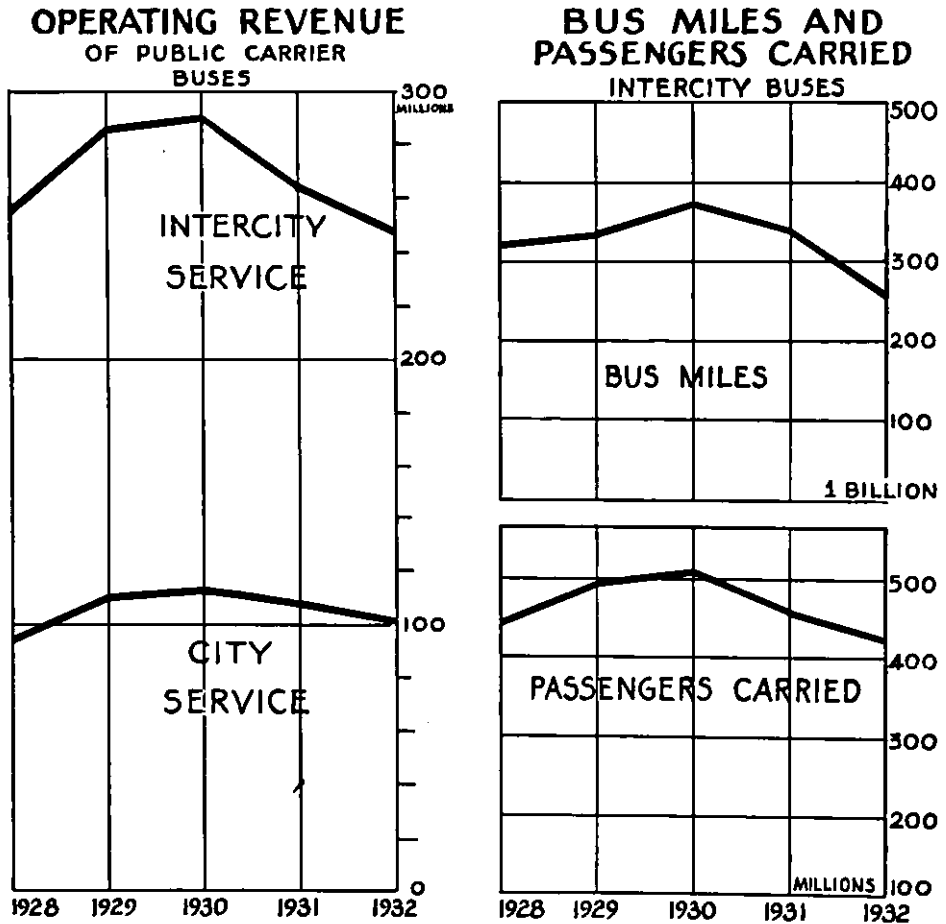
AMERICA*		ASIA*	
Barbados.....	106	British Malaya.....	1,617
Bolivia.....	175	Ceylon.....	2,850
British Guiana.....	158	French Indo-China.....	2,300
Canada.....	1,665	Hong Kong.....	175
Costa Rica.....	97	Netherlands East Indies.....	4,049
Ecuador.....	715	Palestine.....	728
Mexico.....	6,283	Siam.....	556
Newfoundland.....	7		
Paraguay.....	250		13,274
Peru.....	400	EUROPE*	
Puerto Rico.....	480	Azores.....	63
Salvador.....	128	Czechoslovakia.....	5,000
Uruguay.....	1,000	Danzig Free State.....	45
	<hr/>	Estonia.....	196
	11,464	Finland.....	1,400
		Germany.....	11,274
		Great Britain.....	72,390
		Holland.....	3,700
		Irish Free State.....	836
		Italy.....	9,101
		Latvia.....	255
		Lithuania.....	370
		Luxembourg.....	107
		Malta.....	565
		Monaco.....	100
		Northern Ireland.....	550
		Norway.....	2,300
		Poland.....	2,819
		Rumania.....	2,050
		Switzerland.....	550
		U. S. S. R. (Russia).....	2,198
		Yugoslavia.....	883
			<hr/>
			116,752
AFRICA*			
Algeria.....	2,000		
Egypt.....	1,220		
French West Africa.....	140		
Tripolitania.....	43		
Tunisia.....	198		
	<hr/>		
	3,751		
OCEANIA*			
Hawaii.....	300		
New Zealand.....	1,195		
Samoa.....	14		
	<hr/>		
	1,509		

† From AUTOMOTIVE INDUSTRIES, February 25, 1933.

* Figures for unlisted territories not available.



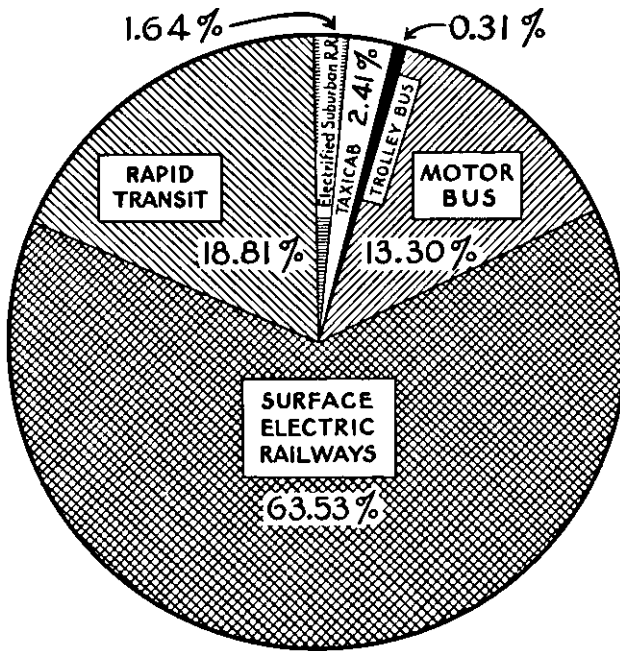
1932 Business Decrease Approximately 6 Per Cent



Business Done by Buses in Public Carrier (Revenue) Service During 1932

	Operating Revenue	Bus Miles	Passengers (Revenue Only)	Av. Fare Per Passenger (Cents)	Revenue Per Bus Mile (Cents)
City buses.....	\$101,400,000	527,000,000	1,314,000,000	7.7	19.2
Intercity buses.....	247,400,000	1,270,000,000	422,000,000	58.6	19.5
Total or average for common carriers.....	\$348,800,000	1,797,000,000	1,736,000,000	20.1	19.4

City and Community Passengers Exceed 12,000,000,000 in 1932



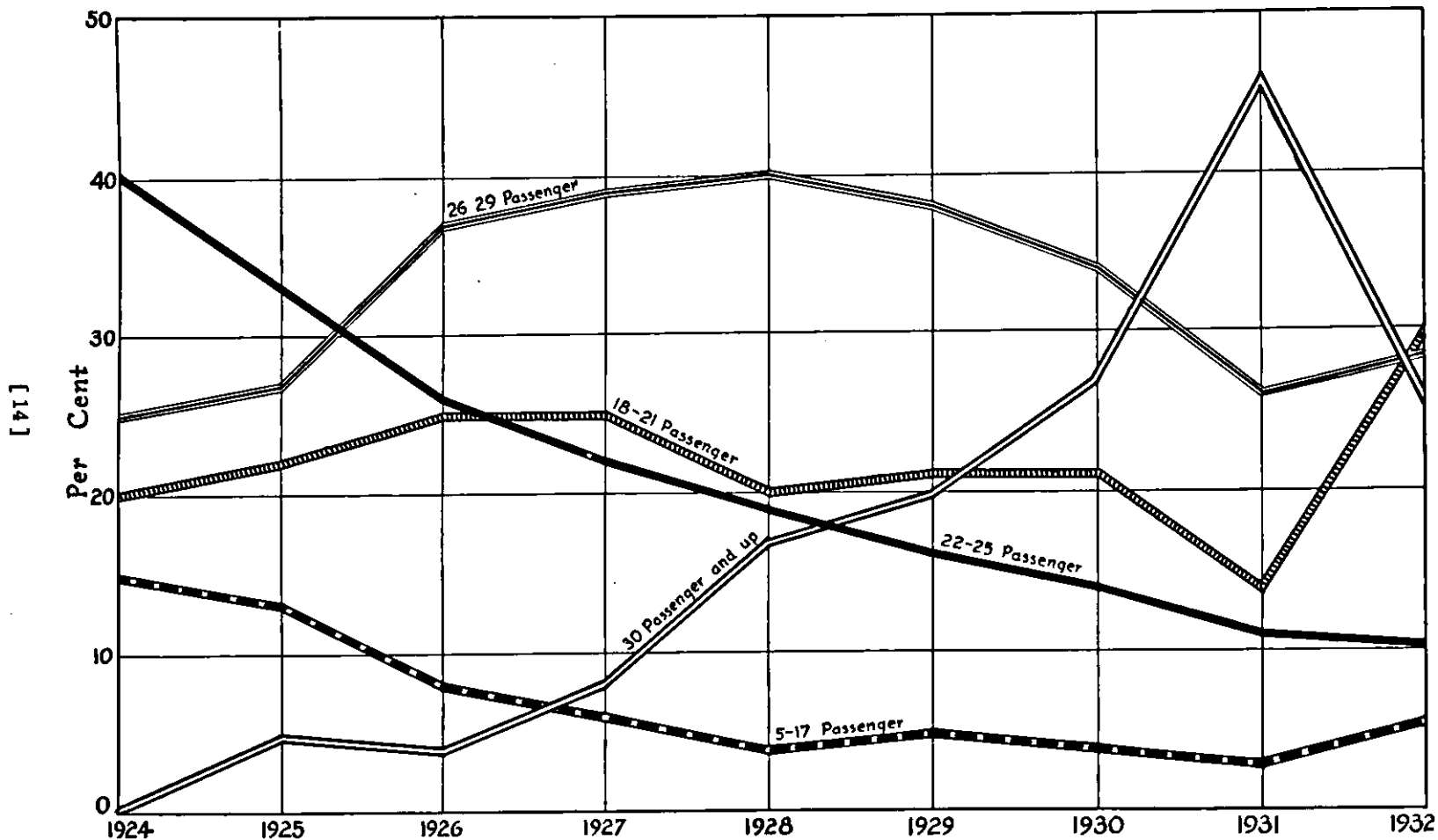
Percentage distribution of the 12,176,350,000 passengers handled by street cars, buses, rapid transit, suburban electric trains, taxicabs, and trolley buses during the year 1931.

Motor Bus Passengers Carried By Electric Railways in the United States*

1921.....	18,795,000	1927.....	991,000,000
1922.....	40,447,000	1928.....	1,148,000,000
1923.....	92,471,000	1929.....	1,324,000,000
1924.....	225,000,000	1930.....	1,307,800,000
1925.....	520,000,000	1931.....	1,300,000,000
1926.....	845,000,000	1932 (estimated) ...	1,237,000,000

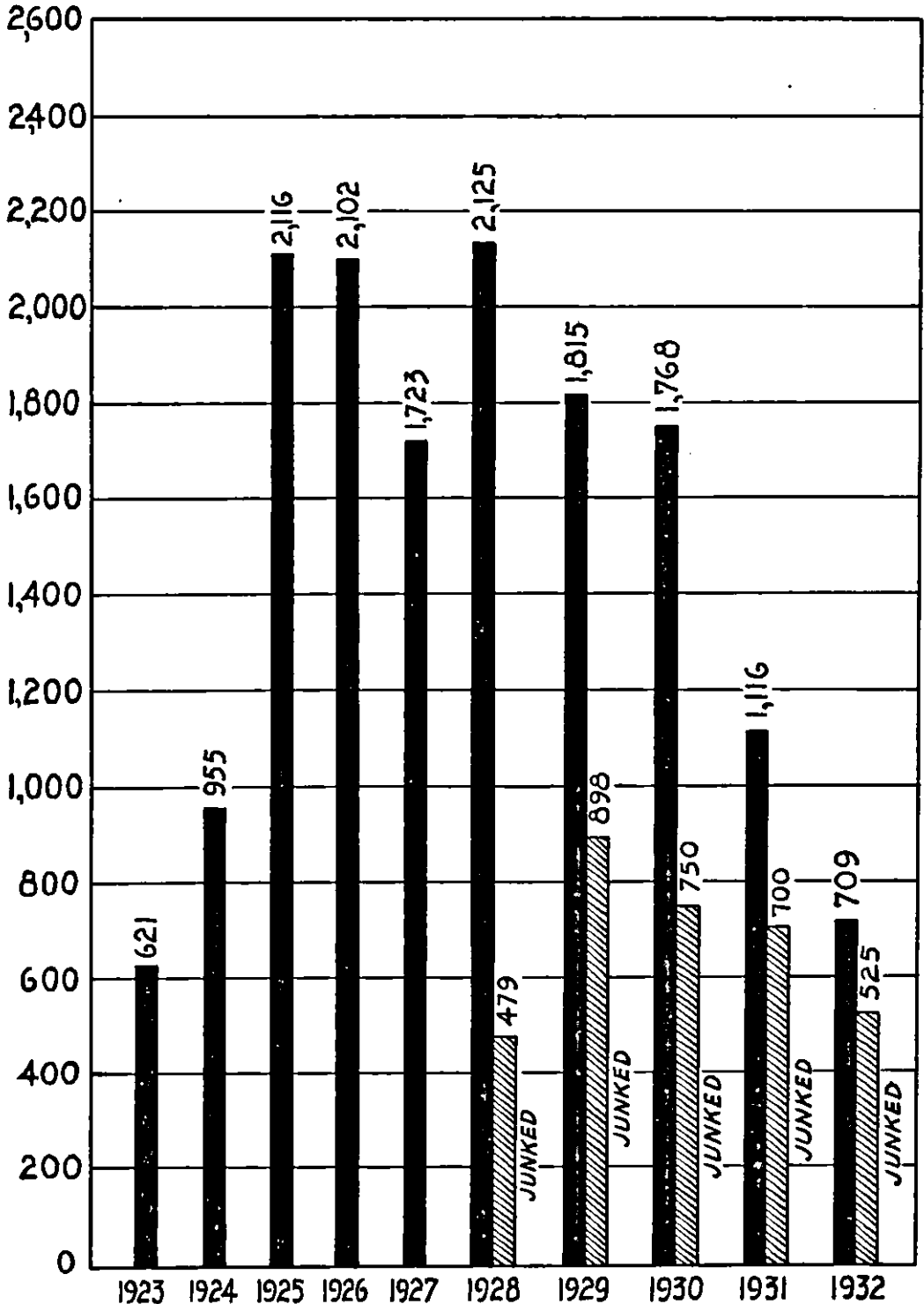
* From AMERICAN TRANSIT ASSOCIATION and TRANSIT JOURNAL

Transit Industry Coaches Sold by Capacities*



* From AMERICAN TRANSIT ASSOCIATION.

New Buses Purchased by Transit Industry*



* From AMERICAN TRANSIT ASSOCIATION.

Buses in Use by Electric Railway Companies*

As of September, 1932

Seats per Bus	Single-Deck Buses					
	1927	1928	1929	1930	1931	1932
5	....	3	1	1	1	2
6	6	....	1	2	3	....
7	22	27	33	28	17	19
8	5	1	1	....	2	....
9	....	....	2	....	....	....
10	1	1	3	....	....	2
11	4	6	10	12	12	5
12	29	18	32	16	10	13
13	5	4	8	8	2	5
14	40	25	29	43	29	6
15	49	35	133	143	165	138
16	139	91	107	133	108	93
17	81	84	157	82	69	103
18	92	167	156	95	37	26
19	135	73	89	96	54	69
20	86	131	109	114	97	125
21	1,160	1,363	1,683	1,911	1,870	1,837
22	111	100	80	50	48	86
23	38	63	155	195	144	216
24	94	133	118	108	81	70
25	1,098	1,247	1,270	1,218	1,154	974
26	19	56	98	163	166	91
27	164	451	403	200	141	324
28	10	54	69	86	161	129
29	2,150	2,730	3,211	3,286	3,125	3,381
30	113	141	172	140	208	218
31	20	827	828	985	951	927
32	2	4	4	290	480	509
33	297	354	326	474	495	506
34	....	....	19	17	18	20
35	....	27	21	60	82	113
36	....	1	61	80	107	111
37	1	18	101	302	255	308
38	....	....	70	85	245	307
39	1	4	22	116	121	260
40	5	109	344	396	480	583
41	....	....	2	14	14	14
42	....	....	....	5	5	5
43	....	....	....	....	....	50
44	....	....	....	....	....	11
Total	5,977	8,348	9,878	10,934	10,967	11,626

Weighted Average Seating Capacity

25.2 26.4 26.6 27.3 27.9 28.4

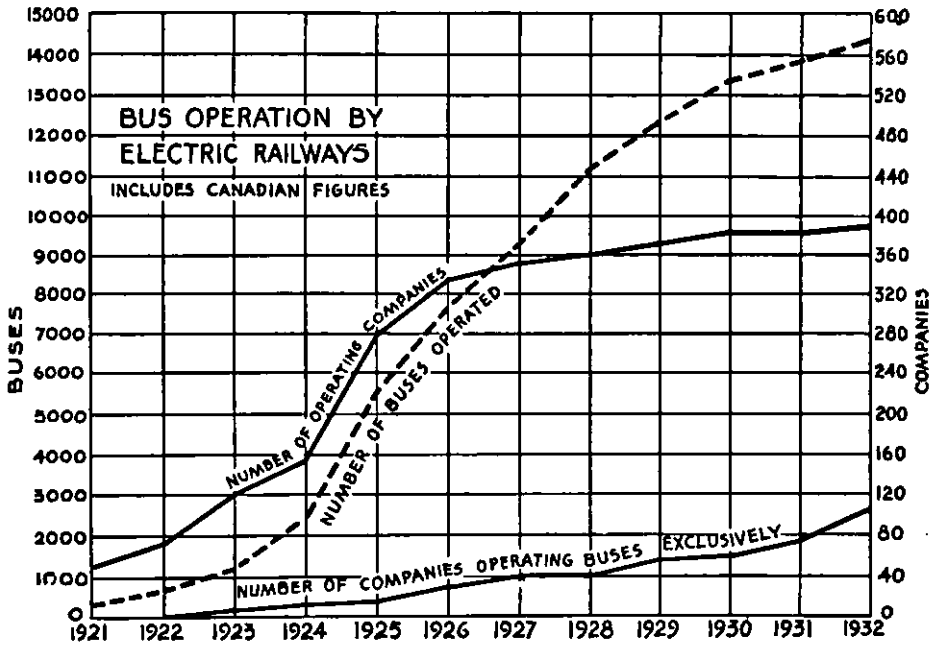
Double-Deck Buses

46	....	....	....	....	....	....
48	....	....	....	....	....	....
49	....	....	....	1	....	....
50	....	....	....	1	8	....
51	15	14	14	8	2	....
52	1	4	4	4	5	....
54	....	....	....	....	....	4
55	10	10	15	30	17	17
56	8	16	28	....	29	27
57	....	....	....	27	....	....
58	34	6	120	59	106	12
59	15	36	12	12	....	....
60	65	64	66	73	71	14
61	1	56	....	1	1	39
62	50	....	....	....	....	....
63	27	18	31	31	23	16
64	....	....	....	....	....	....
66	6	6	....	....	....	....
67	249	233	13	117	117	78
69	....	....	6	18	18	18
70	....	....	....	10	10	10
71	....	....	200	250	250	250
73	....	....	....	15	15	15
Total	483	463	510	657	667	500

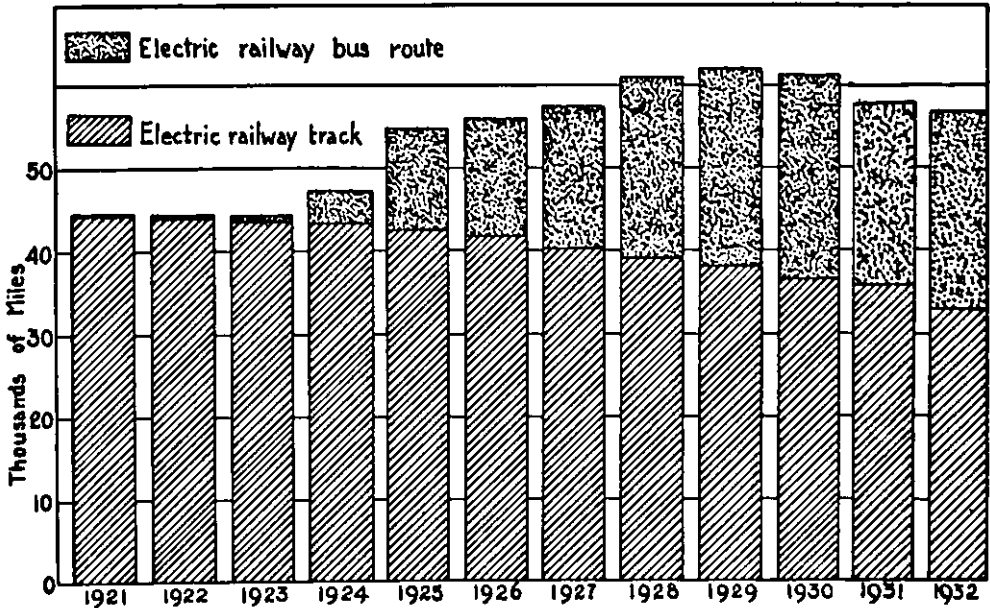
Weighted Average Seating Capacity

63.4 63.1 63.7 65.1 65.4 67.2

* From AMERICAN TRANSIT ASSOCIATION.



Electric Railway Bus Route and Railway Track Compared

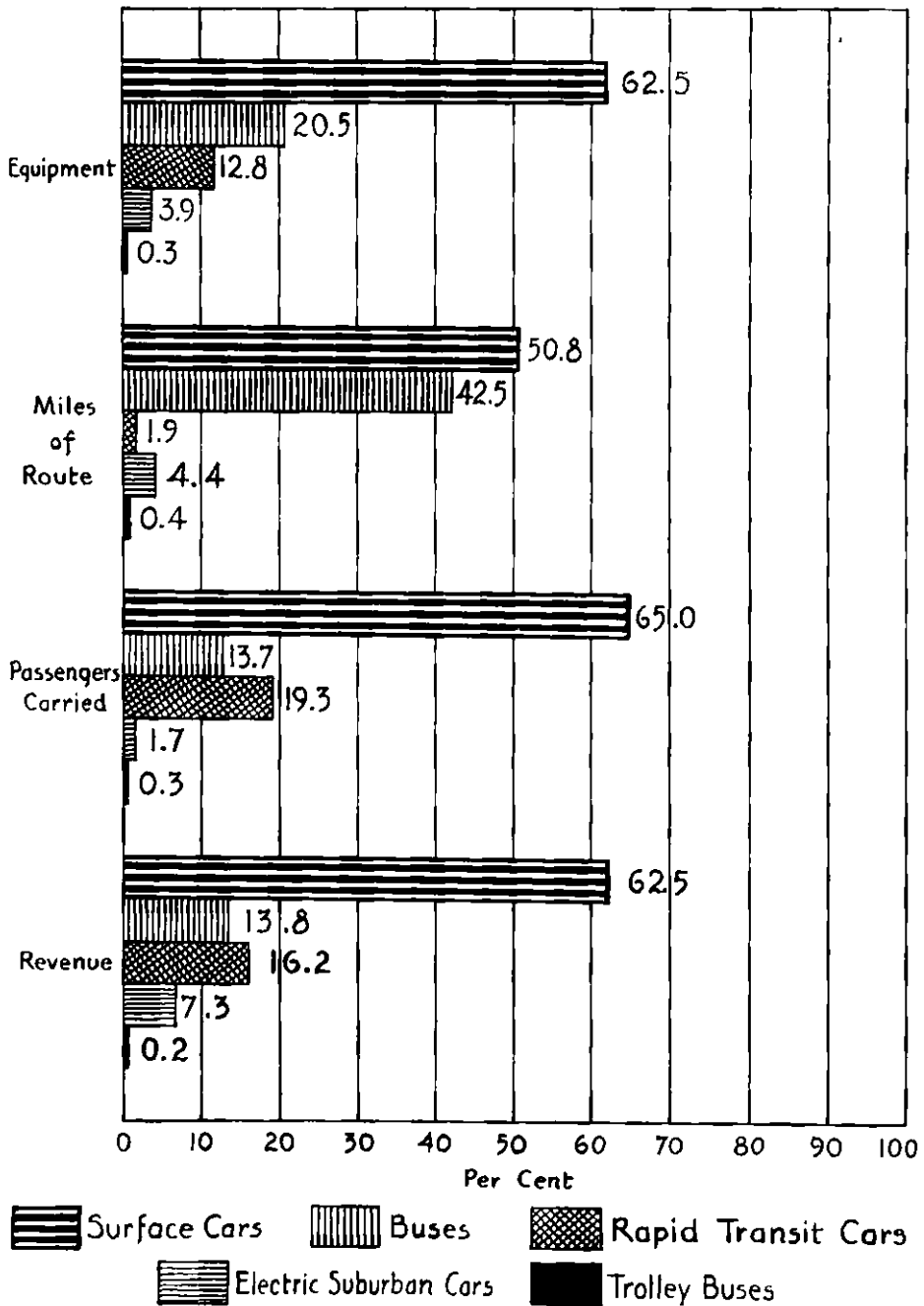


Electric Railway track and bus route mileage in the United States.
Buses permit profitable extension of service.

From AMERICAN TRANSIT ASSOCIATION.

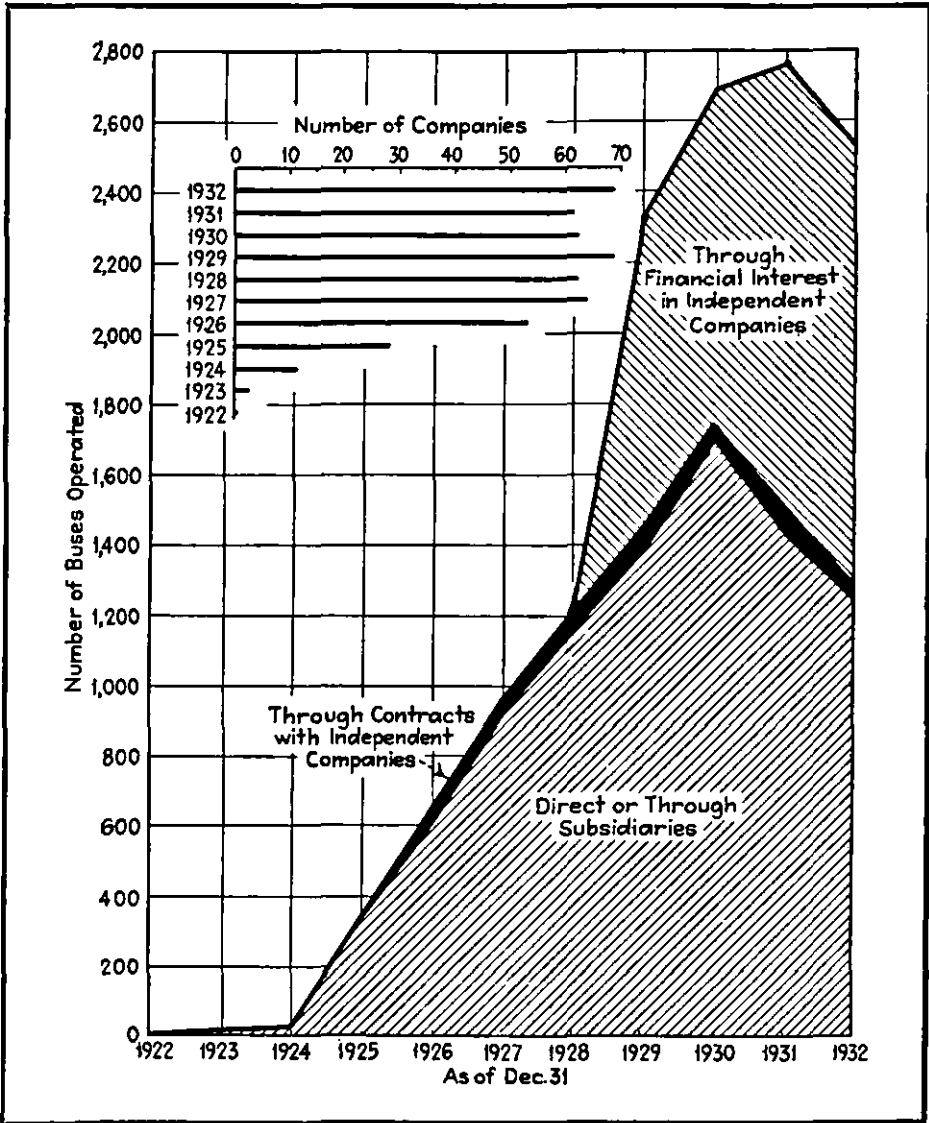
Distribution of Transit Equipment, Route Mileage, Passengers and Revenue*

(Taxicabs not included)



* From AMERICAN TRANSIT ASSOCIATION.

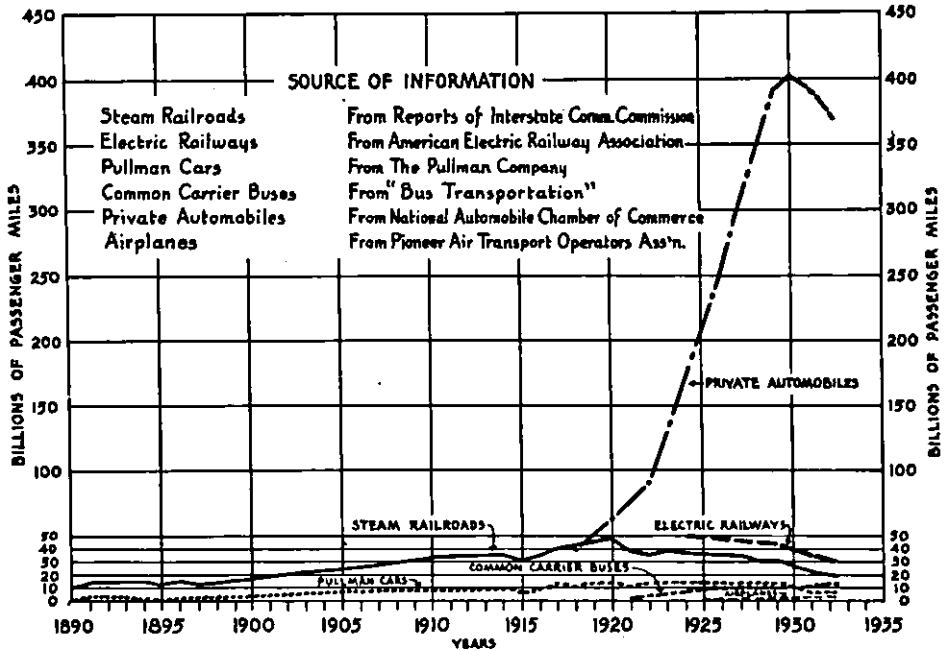
Growth of Steam Railroad Bus Use*



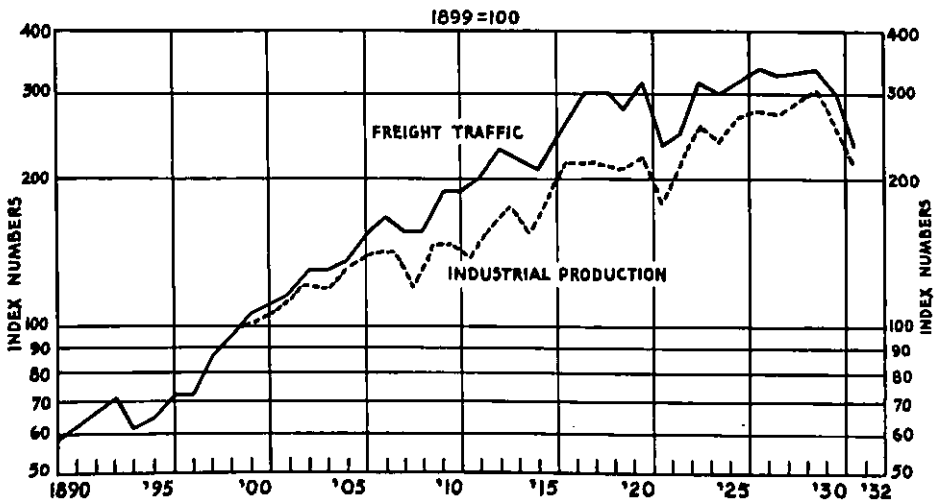
* From BUS TRANSPORTATION

69 railroads operate buses. Vehicles to the number of 2,520 and 49,600 miles of route are involved. Of these, 1,245 buses and 25,600 miles of route are directly owned by railroad companies and the balance is operated by independent bus companies in which railroad companies have a substantial financial interest.

Passenger Miles in United States by Various Methods of Transportation

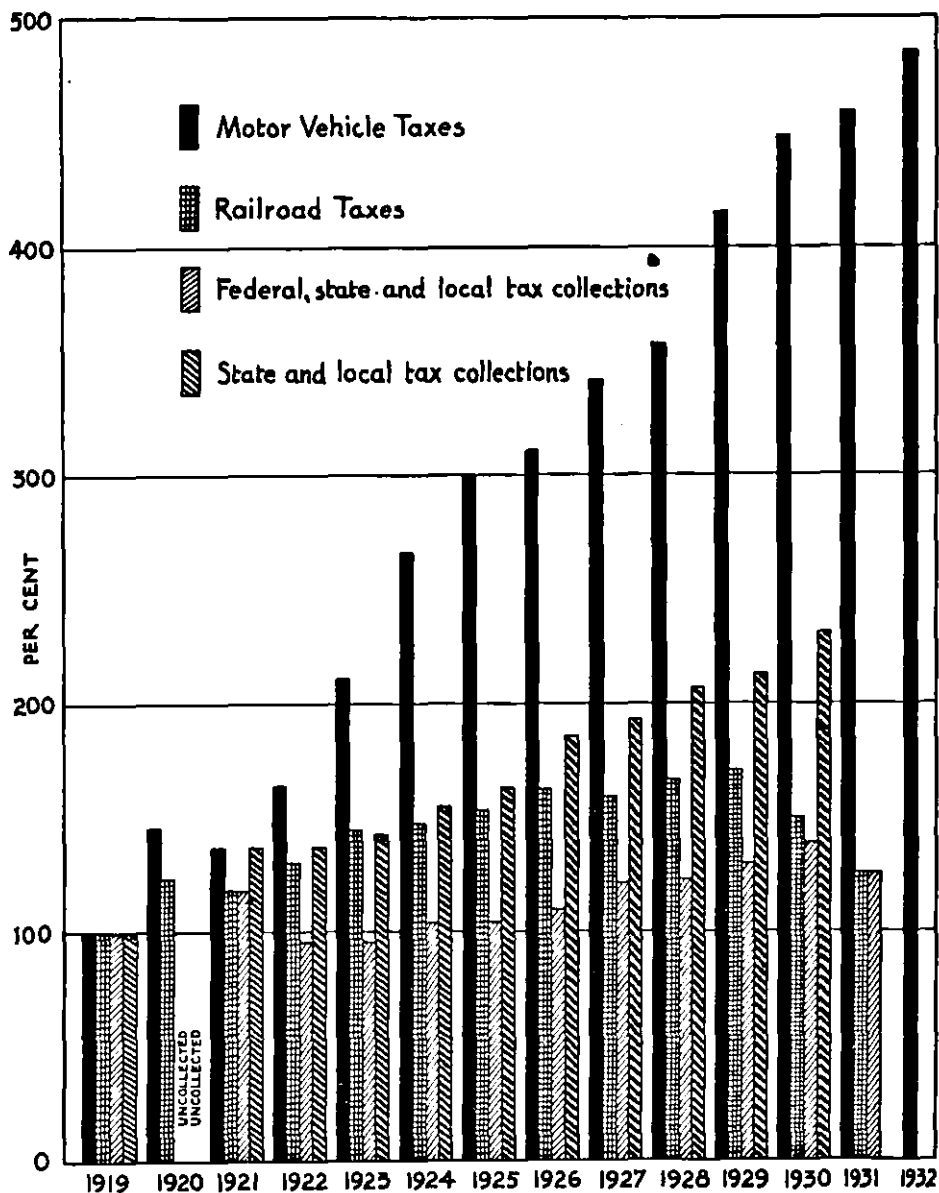


Railroad Freight Traffic Compared with the Volume of Industrial Production



That the present difficulties of railroads are not due to the competition of highway carriers but to current business conditions is clearly demonstrated in the above chart reproduced from THE ANNALIST, showing how closely railroad freight operations parallel the nation's industrial operations.

Per Cent of Increases in Taxes, 1919 to 1931 1919 = 100%



From BUS TRANSPORTATION

Total railroad taxes—federal, state and local—have shown a decrease during the last several years, while motor vehicle taxes climbed to new high levels. Motor vehicles are now paying close to five times the amount of taxes paid in 1919, while the railroads are paying less than 25 per cent more. Latest figures show motor vehicle tax total is three times that of the railroads.

Life Insurance Company Investments*

As of December 31, 1932

(Source: Proceedings Annual Meeting of Association
of Life Insurance Presidents)

		Percent
Farm and other mortgages.....	\$6,893,000,000	36.2
Total governments... ..	1,607,000,000	8.5
R. R. bonds and stocks.....	2,960,000,000	15.6
Public utility bonds and stocks.....	1,817,000,000	9.6
Policy loans.....	3,500,000,000	18.4
All other assets.....	2,223,000,000	11.7
Total 52 Reporting Companies.....	\$19,000,000,000	100
All Companies.....	\$20,750,000,000	

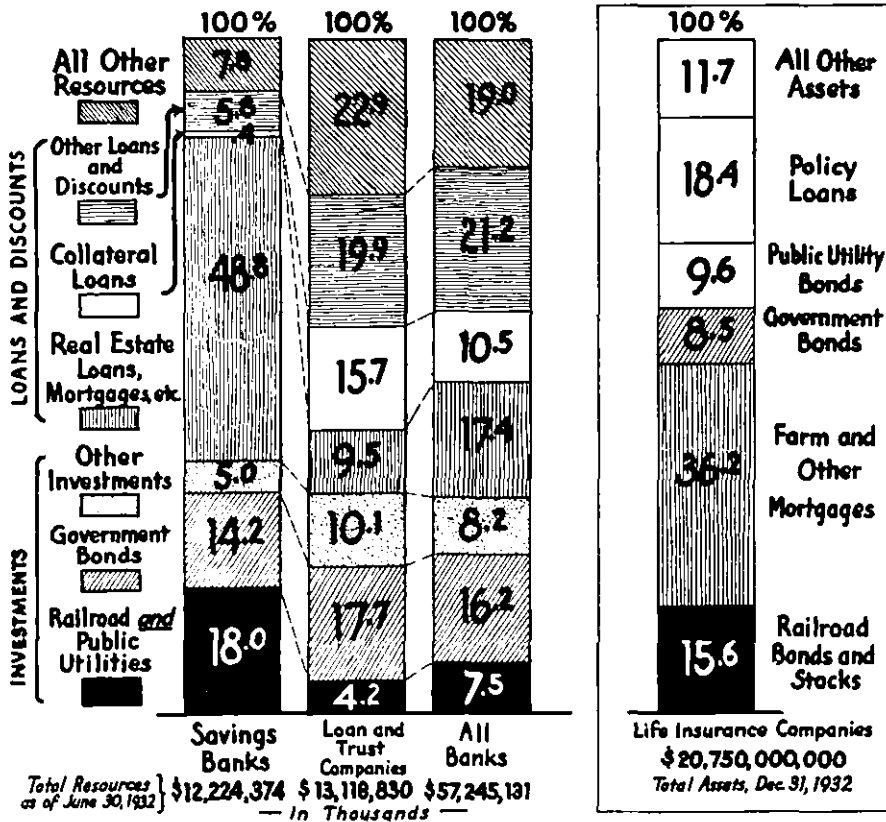
Resources of Banks as of June 30, 1932

(Source: Text of Annual Report of the Comptroller
of the Currency, December 5, 1932)

	Savings Banks	Per- cent	Loan & Trust Companies	Per- cent	All Banks	Per- cent
INVESTMENT						
1. Railroad and other						
Public Service Bonds..	\$2,200,865,000	18.0	\$ 552,492,000	4.2	\$ 4,276,059,000	7.5
2. Federal, State and						
Municipal Bonds.....	1,733,062,000	14.2	2,324,381,000	17.7	9,257,333,000	16.2
3. All other Investments...	611,218,000	5.0	1,325,139,000	10.1	4,689,849,000	8.2
LOANS AND DISCOUNTS						
4. Real Estate Loans,						
Mortgages, etc.....	5,962,753,000	48.8	1,240,267,000	9.5	9,941,644,000	17.4
5. Loans secured by U. S.						
Bonds and other securi- ties.....	54,987,000	.4	2,055,856,000	15.7	6,011,057,000	10.5
6. Other loans and dis- counts.....	714,909,000	5.8	2,611,011,000	19.9	12,121,939,000	21.2
All Other Resources.....	946,580,000	7.8	3,009,684,000	22.9	10,947,250,000	19.0
Total Resources.....	\$12,224,374,000	100	\$13,118,830,000	100	\$57,245,131,000	100

* From National Automobile Chamber of Commerce.

Less Than 10 Per Cent of the Assets of Fiduciary Institutions are in Railroad Securities*



Segments of Bars Indicate Percentage of Total Resources or Assets Invested in Various Types of Securities, Loans or other Assets.

*From NATIONAL AUTOMOBILE CHAMBER OF COMMERCE.

Common Carrier Motor Bus Tax Facts and Related Highway Data

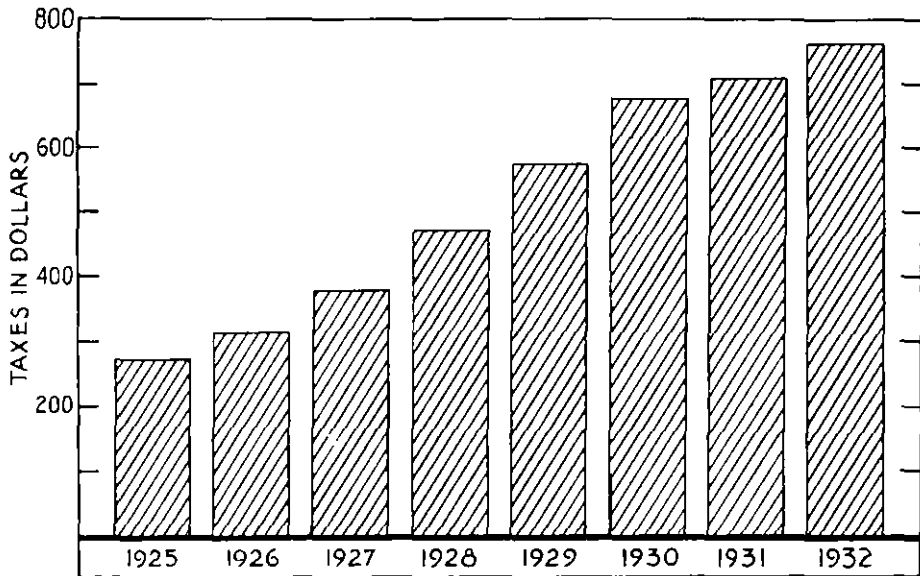
	Common Carrier* Buses (including those in City Service)	Total Taxes per Bus	General† Taxes per Bus	Special‡ Taxes per Bus
1925.....	37,551	\$335.54	\$61.25	\$274.29
1926.....	42,034	383.02	71.37	311.65
1927.....	43,486	462.22	76.89	386.33
1928.....	44,668	559.68	85.07	474.61
1929.....	46,004	673.86	97.82	576.04
1930.....	46,086	783.32	106.32	677.00
1931.....	45,400	807.27	90.86	716.41
1932.....	45,000	858.89	92.22	766.67

	Average Motor Vehicle License Fee and Gas Tax (including Buses)**	Number of Times Average Motor Vehicle Tax Will Go Into Special Tax per Bus	Special Tax per Bus per Mile of High- way Used
1925.....	26.17	10.5	\$49.24
1926.....	27.28	11.4	55.36
1927.....	29.86	12.9	64.28
1928.....	31.27	15.2	74.16
1929.....	35.07	16.4	81.25
1930.....	37.72	17.9	90.87
1931.....	39.74	18.0	88.62
1932.....	45.28	16.9	90.93

	Miles of Route per Common Carrier Bus	For Each Com- mon Carrier Bus There Were Other Highway Users	Total Yearly Highway Expendi- ture (including construction) per Mile of Existing Highway
1925.....	5.57	523	\$381
1926.....	5.63	522	388
1927.....	6.01	531	426
1928.....	6.40	547	472
1929.....	7.09	575	478
1930.....	7.45	575	558
1931.....	8.08	567	581‡
1932.....	8.43	584‡	604‡

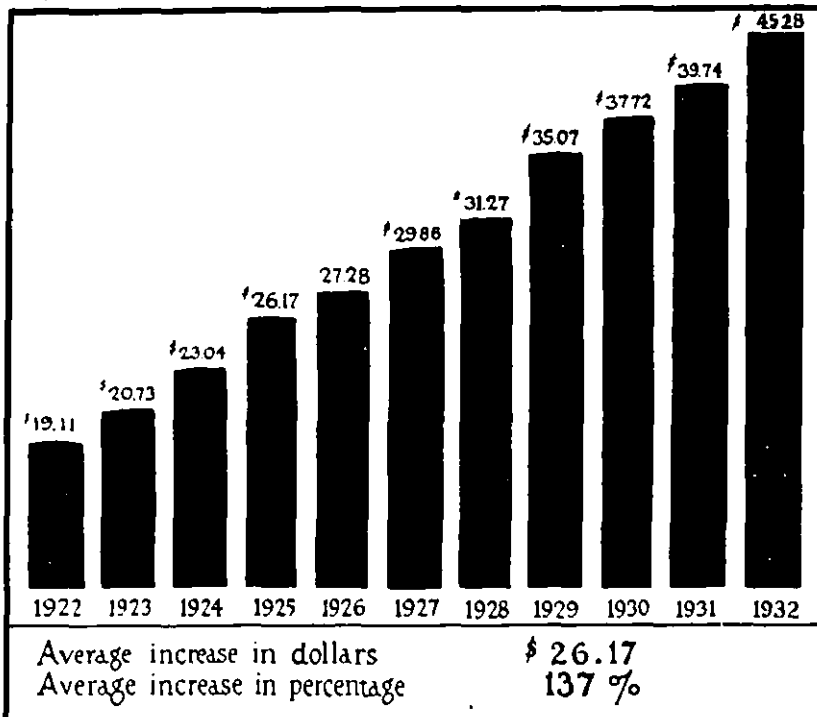
* About 28 per cent of these are exclusively in city operation.
 † As paid to general funds regardless of motor vehicle ownership.
 ‡ As paid because of motor vehicle ownership and highway use.
 § Estimated.
 ** From AMERICAN AUTOMOBILE ASSOCIATION.

Comparative Common Carrier Bus Special Tax Rates Since 1925



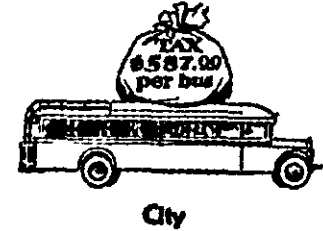
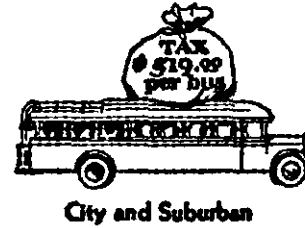
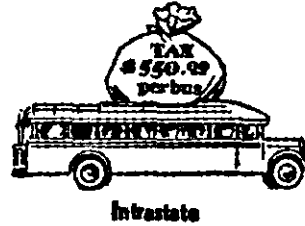
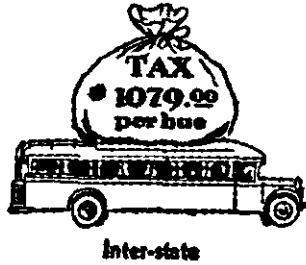
This comparative scale was obtained by applying the various tax laws to a given bus and taking the mean tax for all of the states. This was done because the average actual tax per bus is not indicative of changes in rate, the size and mileage characteristics of the bus having changed during the period. Particular increases are noted after 1925, 1927 and 1929 which were the legislative years for most of the states.

Average Tax Rate Per Motor Vehicle By Years 1922-1932*



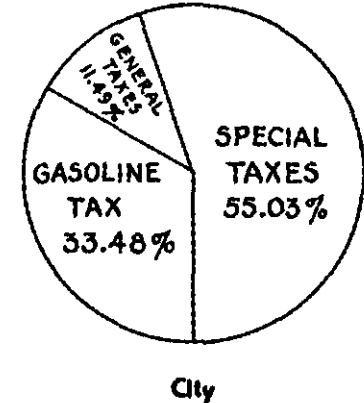
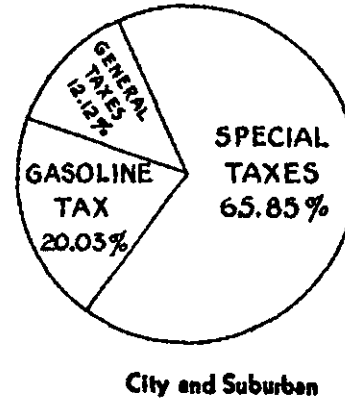
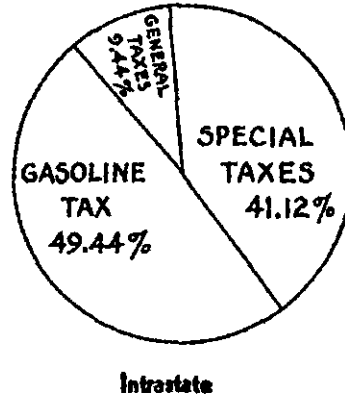
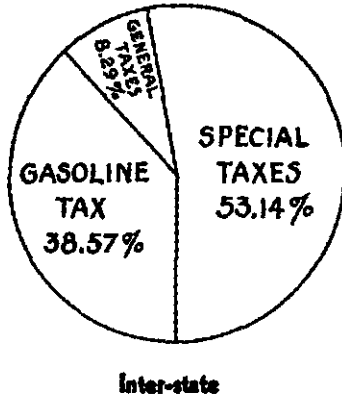
* From AMERICAN AUTOMOBILE ASSOCIATION.

1931 Motor Bus Tax Cost According to Type of Operation



[26]

Division of 1931 Bus Tax Dollar According to Type of Operation



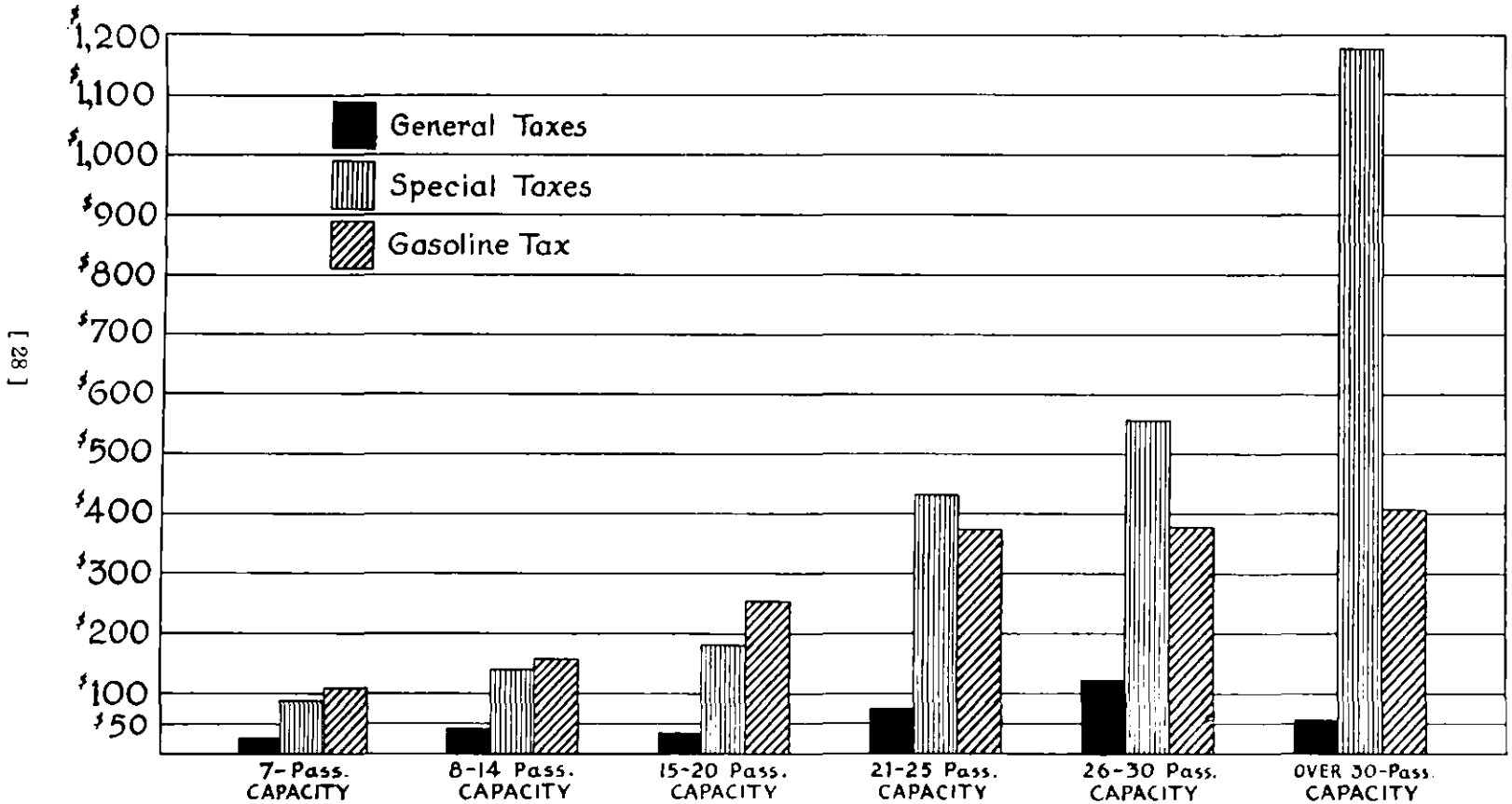
How 1931 Motor Bus Taxes Varied According to Type of Operation

	Interstate Operation	Intrastate Operation	City and Suburban Operation	City Operation	Totals All types
Number of Buses.....	3,040	513	3,863	1,770	9,195
Total Seats.....	79,967	11,480	119,209	66,903	277,659
Average Seats Per Bus.....	26.2	22.4	30.9	37.6	30.2
Miles of Route Operated.....	62,627	7,252	2,324	1,148	73,351
Bus Miles Operated.....	165,401,639	21,662,926	48,544,317	49,825,664	285,434,546
Average Bus Miles Per Mile of Route.....	2,641	2,987	20,887	43,402	3,891
Average Bus Miles Per Bus.....	54,408	42,228	33,181	28,008	31,042
Total Operating Revenue.....	\$44,165,443.69	\$4,009,178.56	\$33,901,878.59	\$13,748,543.05	\$95,825,043.89
Total Operating Expense.....	\$38,724,324.88	\$3,592,019.52	\$28,917,507.04	\$10,556,152.22	\$81,790,004.26
Net Operating Revenue.....	\$5,441,118.81	\$417,159.04	\$4,984,370.95	\$3,192,390.83	\$14,035,039.68
Total Investment (Less Depreciation).....	\$36,471,710.86	\$3,687,138.39	\$50,079,000.79	\$14,544,589.54	\$104,782,499.58
General Taxes.....	\$272,028.76	\$28,839.19	\$283,749.08	\$178,078.90	\$760,495.93
Special Taxes.....	\$1,743,053.80	\$116,066.37	\$1,322,571.90	\$459,601.57	\$3,641,293.64
Gasoline Tax.....	\$1,264,975.63	\$139,532.06	\$402,281.07	\$408,189.15	\$2,214,977.91
Total Taxes.....	\$3,280,058.19	\$282,237.62	\$2,008,602.05	\$1,045,869.62	\$6,616,767.48
Net Income.....	\$2,161,060.62	\$134,921.42	\$2,975,768.90	\$2,146,521.21	\$7,418,272.15
Average Tax Per Bus.....	\$1,078.97	\$550.17	\$519.96	\$587.90	\$719.60
Tax Per Bus Mile.....	\$ 0.198	\$ 0.130	\$ 0.175	\$ 0.210	\$ 0.191
Tax Per Mile of Route.....	\$52.37	\$38.92	\$864.25	\$911.04	\$90.21
Tax in Per Cent of Investment.....	*8.74	*7.63	*3.65	*7.07	*6.04
Tax in Per Cent of Gross Revenue.....	8.47	7.04	5.92	9.91	6.91
Tax in Per Cent of Net Operating Revenue..	60.28	67.66	40.30	32.76	47.14
Tax in Per Cent of Net Income.....	151.78	209.19	67.50	48.72	89.20
General Taxes—Per Bus.....	\$89.49	\$51.93	\$73.45	\$100.10	\$82.70
In Per Cent of Total Taxes.....	8.29	9.44	12.12	17.03	11.49
Special Taxes—Per Bus.....	\$573.37	\$226.25	\$342.37	\$258.35	\$396.01
In Per Cent of Total Taxes.....	53.14	41.12	65.85	43.94	55.03
Gasoline Tax—Per Bus.....	\$416.11	\$271.99	\$104.14	\$229.45	\$240.89
In Per Cent of Total Taxes.....	38.57	49.44	20.03	39.03	33.48

† For Tax Per Bus Mile—Deducting tax figures of Companies not reporting Bus Miles.

* For Tax in Per Cent of Investment—Deducting tax figures of Companies not reporting Investment.

1931 Intercity Motor Bus Taxes According to Capacity



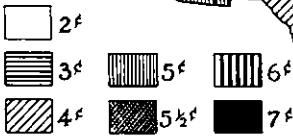
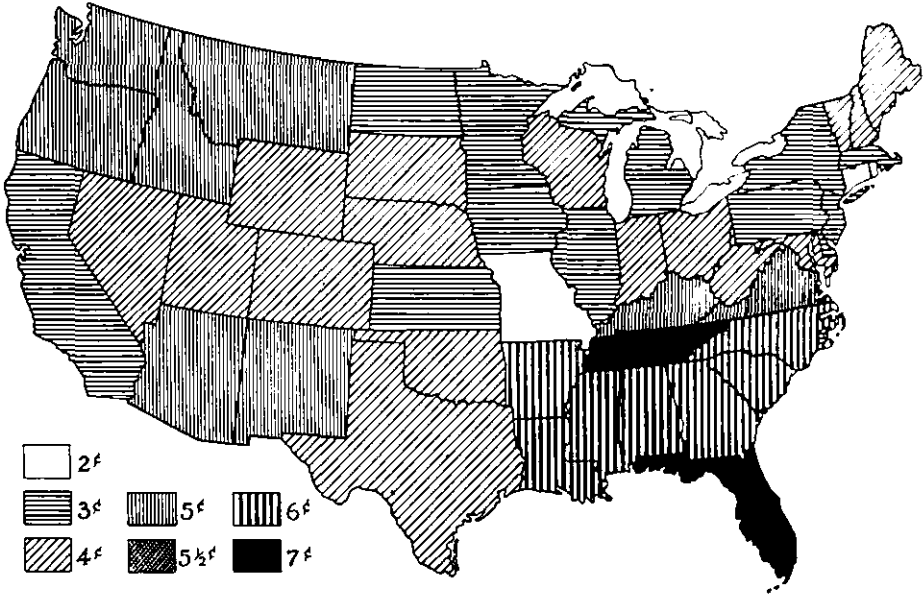
How 1931 Intercity Bus Taxes Varied According to Capacity

	7-Pass. Capacity	8-14 Pass. Capacity	15-20 Pass. Capacity	21-25 Pass. Capacity	26-30 Pass. Capacity	Over 30-Pass. Capacity	Total—All Capacities
Number of Buses.....	21	35	198	2,057	1,573	133	4,017
Total Seats.....	153	427	3,619	50,038	44,967	4,293	103,497
Average Seats Per Bus.....	7.3	12.2	18.3	24.3	28.6	32.3	25.8
Miles of Route Operated.....	555	1,074	3,654	35,284	26,469	4,274	71,310
Bus Miles Operated.....	790,331	1,233,591	9,005,767	102,140,452	82,782,288	8,108,462	204,060,891
Average Bus Miles Per Mile of Route.....	1,424	1,149	2,465	2,980	3,128	1,897	2,904
Average Bus Miles Per Bus.....	51,656	35,245	45,484	51,113	52,627	60,966	51,546
Total Operating Revenue.....	\$63,457.38	\$159,899.70	\$1,508,531.39	\$26,802,342.74	\$21,268,412.64	\$2,000,180.49	\$51,802,824.34
Total Operating Expense.....	\$55,196.93	\$156,359.65	\$1,410,156.97	\$23,395,694.88	\$18,756,290.74	\$1,608,733.75	\$45,382,432.92
Net Operating Revenue.....	\$8,260.45	\$3,540.05	\$98,374.42	\$3,406,647.86	\$2,512,121.90	\$391,446.74	\$6,420,391.42
Total Investment (Less Depreciation).....	\$78,632.00	\$121,129.83	\$563,262.23	\$23,370,748.18	\$16,781,493.69	\$1,625,653.82	\$42,540,919.75
General Taxes.....	\$511.93	\$1,644.64	\$6,859.08	\$157,850.55	\$192,997.85	\$7,451.98	\$367,216.03
Special Taxes.....	\$1,952.65	\$5,072.52	\$36,233.42	\$904,719.53	\$876,959.80	\$156,542.49	\$1,981,480.41
Gasoline Tax.....	\$2,302.63	\$5,427.15	\$50,387.82	\$779,090.02	\$597,694.61	\$53,409.74	\$1,488,311.97
Total Taxes.....	\$4,767.21	\$12,144.31	\$93,480.32	\$1,841,660.10	\$1,667,652.26	\$217,404.21	\$3,837,108.41
Net Income.....	\$3,493.24	—\$8,604.26	\$4,894.10	\$1,564,987.76	\$844,469.64	\$174,042.53	\$2,583,283.01
Average Tax Per Bus.....	\$227.01	\$346.98	\$472.12	\$895.31	\$1,060.17	\$1,634.62	\$955.22
Tax Per Bus Mile.....	\$.0060	\$.0098	\$.0104	\$.0180	\$.0201	\$.0268	\$.0188
Tax Per Mile of Route.....	\$8.59	\$11.31	\$25.58	\$52.20	\$63.00	\$50.87	\$53.80
Tax in Per Cent of Investment.....	6.06	10.03	*16.60	*7.88	9.94	13.37	*8.80
Tax in Per Cent of Gross Revenue.....	7.51	7.59	6.20	6.87	8.89	10.87	7.41
Tax in Per Cent of Net Operating Revenue.....	57.71	399.47	95.03	54.06	66.38	55.54	59.76
Tax in Per Cent of Net Income.....	136.47	.....	1,910.10	117.68	197.48	124.91	148.54
General Taxes—Per Bus.....	\$24.38	\$46.99	\$34.64	\$76.74	\$122.69	\$56.03	\$91.44
In Per Cent of Total Taxes.....	10.74	13.54	7.34	8.57	11.57	3.42	9.57
Special Taxes—Per Bus.....	\$92.98	\$144.93	\$183.00	\$439.82	\$557.51	\$1,177.01	\$493.28
In Per Cent of Total Taxes.....	40.96	41.77	38.78	49.13	52.59	72.01	51.64
Gasoline Tax—Per Bus.....	\$109.65	\$155.06	\$254.48	\$378.75	\$379.97	\$401.58	\$370.50
In Per Cent of Total Taxes.....	48.30	44.69	53.90	42.30	35.84	24.57	38.79

* For Tax in Per Cent of Investment—deducting tax figures of companies not reporting Investment.

Status of the Gasoline Tax

Map Shows Rate per Gallon in the Various States as of Jan. 1st

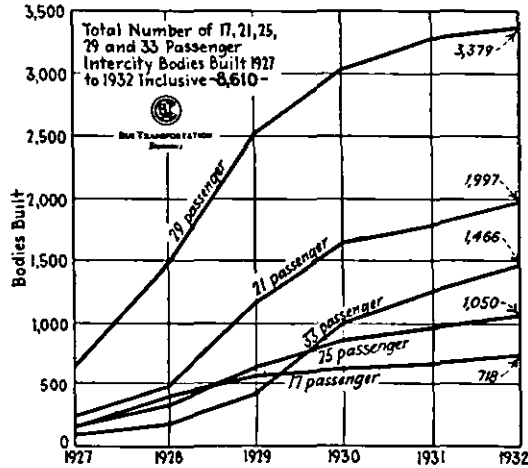


State	1925 Cents	1927 Cents	1929 Cents	1931 Cents	1932* Cents	1933 Cents
Alabama	2	4	4	4	4	6
Arizona	3	3	4	6	5	6
Arkansas	4	5	5	6	6	6
California	2	2	3	3	3	3
Colorado	2	4	3	4	4	3
Connecticut	2	2	2	2	2	4
Delaware	2	3	3	3	3	2
Florida	3	4	5	6	7	3
Georgia	3	3½	4	6	6	7
Idaho	2	4	4	6	6	6
Illinois	..	..	4	5	5	5
Indiana	..	..	(Unconstitutional)	3	3	3
Iowa	..	3	3	3	4	4
Kansas	..	3	3	3	3	3
Kentucky	3	2	2	3	3	3
Louisiana	2	5	5	5	5	5
Maine	1	2	4	5	5	6
Maryland	2	3	4	4	4	4
Massachusetts	..	..	4	4	4	4
Michigan	..	2	2	3	3	3
Minnesota	..	2	2	3	3	3
Mississippi	3	4	3	3	3	3
Missouri	..	2	5	5	5½	6
Montana	2	2	2	2	2	2
Nebraska	..	3	3	5	5	5
Nevada	2	2	2	4	4	4
New Hampshire	2	4	4	4	4	4
New Jersey	2	2	4	4	4	4
New Mexico	1	..	2	3	3	3
New York	..	5	5	5	5	5
North Carolina	3	..	2	3	3	3
North Dakota	1	4	4	5	6	6
Ohio	..	2	2	3	4	3
Oklahoma	2½	3	3	4	4	4
Oregon	3	3	3	5	4	4
Pennsylvania	3	3	3	4	4	5
Rhode Island	2	3	3	3	3	3
South Carolina	3	1	2	2	2	2
South Dakota	2	5	5	6	6	6
Tennessee	2	4	4	4	4	4
Texas	1	4	3	5	7	7
Utah	2½	3	3	4	4	4
Vermont	1	3½	3½	4	4	4
Virginia	3	3	3	3½	4	4
Washington	3	4½	3	4	4	4
West Virginia	2	5	5	5	5	5
Wisconsin	2	2	4	4	4	4
Wyoming	1	3	2	4	4	4
District of Columbia	2	2	3	4	4	4

* As of May 1st.

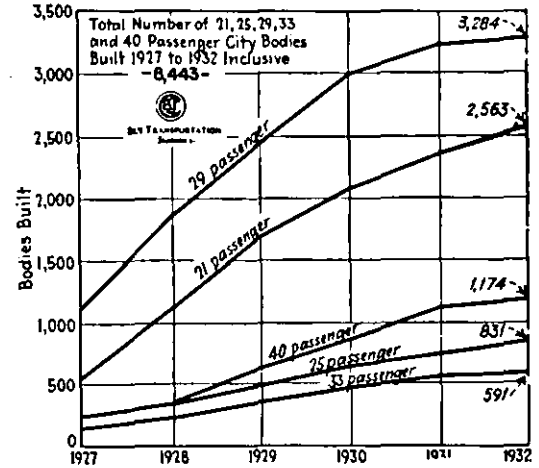
Trends in Intercity and City Body Capacities

[81]



Intercity Bodies

Cumulative curves showing trend in five popular intercity bodies and total seats available



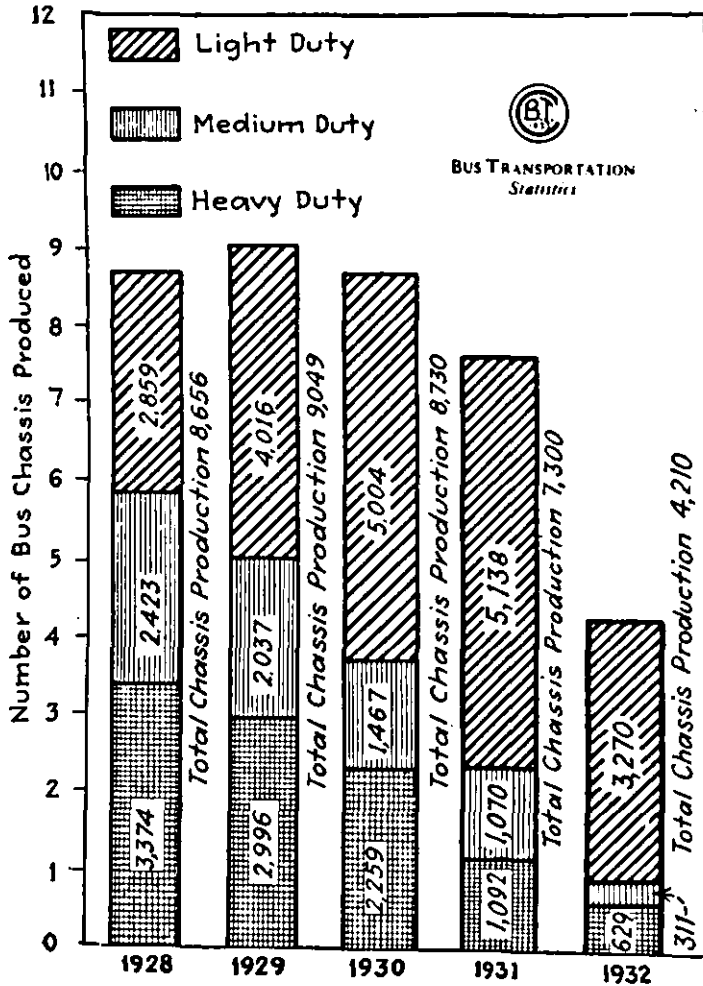
City Bodies

Cumulative curves showing trend in five popular city bodies and total seats available

Total Seats Available in Common Carrier Buses Built During 1928 to 1932 Inclusive

	Street Cars		Double Deck		Sightseeing		Total City Type		Parlor Cars		Total All Types		Average Seating Capacity, All Types
	Number Built	Seats	Number Built	Seats	Number Built	Seats	Number Built	Seats	Number Built	Seats	Number Built	Seats	
1928	2,325	66,121	32	1,858	61	1,505	2,418	69,484	2,666	66,464	5,084	134,048	28.5
1929	2,337	69,240	8	340	43	980	2,386	70,569	3,031	77,188	5,417	147,767	27.2
1930	2,007	60,005	110	7,055	49	1,129	2,166	68,189	2,513	64,487	4,679	132,676	28.1
1931	1,480	44,036	.....	.....	57	1,281	1,537	45,316	1,169	31,018	2,706	76,334	28.2
1932	716	18,913	.....	.....	34	773	760	19,668	743	19,992	1,493	39,678	26.5

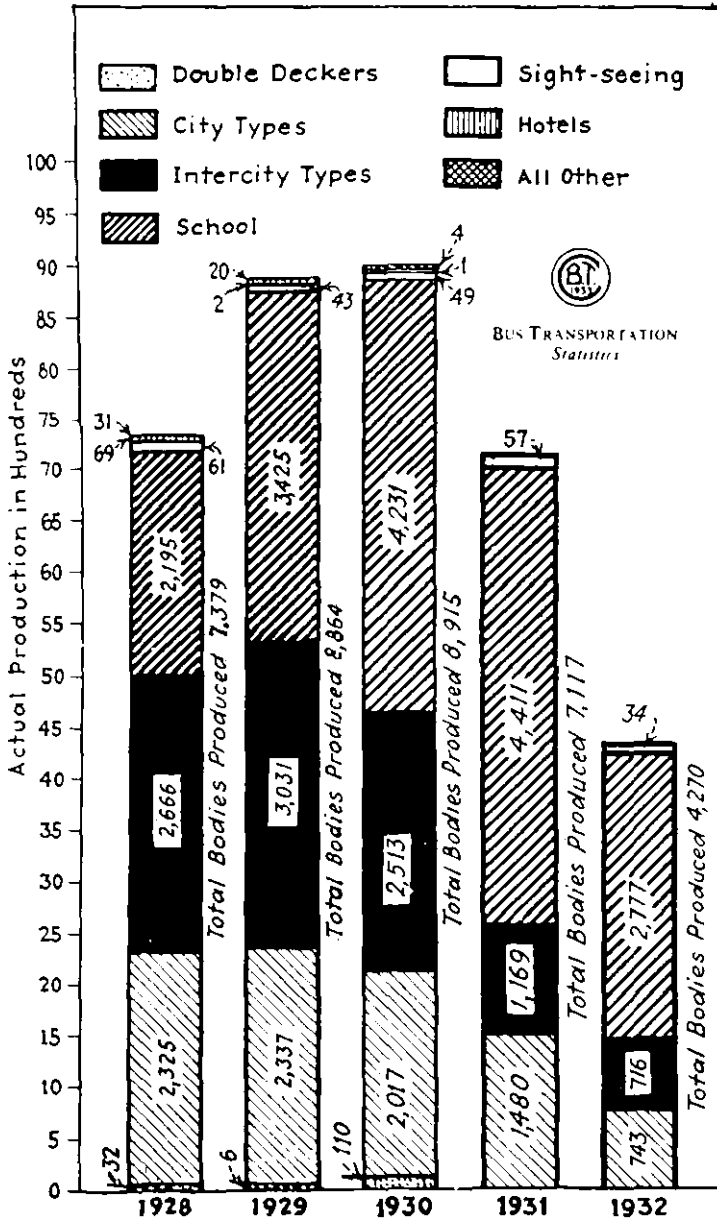
Trends in Chassis Production



Trend in Vehicle Production for Five Years 1928-1932

Vehicle Type	Number Built				
	1932	1931	1930	1929	1928
Light-duty:					
Chassis only	3,003	4,731	4,498	3,480	1,992
Complete vehicles	267	407	506	536	867
Total	3,270	5,138	5,004	4,016	2,859
Medium-duty:					
Chassis only	92	520	1,078	1,620	1,958
Complete vehicles	219	550	389	417	465
Total	311	1,070	1,467	2,037	2,423
Heavy-duty:					
Chassis only	23	286	1,166	1,736	1,702
Complete vehicles	606	808	1,094	1,260	1,672
Total	629	1,092	2,259	2,996	3,374
Total all types	4,210	7,300	8,730	9,049	8,656

Trends in Body Production



Trend in Common Carrier Production for Five Years 1928-1932

Body Capacity and Type	Number Built				
	1932	1931	1930	1929	1928
City type, 22-passenger and over.....	413	1,134	1,585	1,719	1,701
Intercity type, 22-passenger and over.....	476	765	1,486	1,945	1,645
City type, 21-passenger or less.....	303	346	422	618	624
Intercity type, 21-passenger or less.....	267	404	1,027	1,086	1,021
Total.....	1,459	2,649	4,520	5,368	4,991

Proposed Uniform Standard to Govern Motor Vehicle Gross Weights

Adopted by the American Association of State Highway Officials in Convention at Washington, D. C., November 17, 1932, and recommended for adoption by all States.

It is the opinion of the Association that the adoption of a uniform standard to govern gross weight, dimensions and speeds for motor vehicles operating on the highways is a fundamental necessity for the following reasons:

- (a) To establish one of the fundamental prerequisites of highway design.
- (b) To promote efficiency in the interstate operation of the motor vehicle.
- (c) To secure safety in highway operation.
- (d) To remove from the highways undesirable equipment and operations.
- (e) To stabilize on a definite basis the many relationships between the highway and the motor vehicle.

These conclusions have been reached after many years of consideration on the part of the Highway Transport Committee of the Association, supplemented by painstaking research by a number of the State Highway Departments and the Bureau of Public Roads.

The Association therefore makes the following recommendations to the proper State authorities having control of traffic on the highways:

(1) WIDTH

No vehicle shall exceed a total outside width, including any load thereon, of eight feet except vehicles now in operation which by reason of the substitution of pneumatic tires for other types of tires, exceed the above limit.

(2) HEIGHT

No vehicle unladen or with load shall exceed a height of twelve feet, six inches.

(3) LENGTH

(a) No vehicle shall exceed a length of thirty-five feet extreme overall dimension, inclusive of front and rear bumpers.

(b) Combinations of vehicles shall consist of not more than two units and, when so combined, shall not exceed a total length of forty-five feet.

(c) The truck tractor and semi-trailer shall be construed to be one vehicle for the purpose of determining lengths.

(d) For occasional movements of materials or objects of dimensions which exceed the limits herein provided, a special permit shall be required.

(4) SPEED

(a) Minimum speed. No motor vehicle shall be unnecessarily driven at such a slow speed as to impede or block the normal and reasonable movement of traffic except when reduced speed is necessary for safe operation or when a vehicle or combination of vehicles is necessarily or in compliance with law proceeding at reduced speed.

(b) Maximum speed. No bus or truck shall be operated at a speed greater than forty-five miles per hour. Passenger automobiles may be operated at such speeds as shall be consistent at all times with safety and the proper use of the roads.

(c) Vehicles equipped with solid rubber or cushion tires shall be operated at a speed not in excess of 10 miles per hour.

(5) AXLE LOAD

(a) The wheels of all vehicles, including trailers, except those operated at 10 miles per hour or less, shall be equipped with pneumatic tires.

(b) No wheel equipped with high pressure, pneumatic, solid rubber or cushion tires, shall carry a load in excess of 8,000 pounds, or any axle load in excess of 16,000 pounds.

Research indicates that low pressure pneumatic tires can carry 9,000 pounds per wheel without increasing pavement slab stresses.

An axle load shall be defined as the total load on all wheels whose centers may be included between two parallel transverse vertical planes forty inches apart.

(c) These limitations are recommended for all main rural and inter-city roads, but should not be construed as inhibiting heavier axle loads in metropolitan areas if any State desires.

(d) These weight specifications for wheel and axle loads may be restricted by the State Highway Department for a reasonable period where road subgrades are materially weakened from thawing after deep frost or from a continued saturated condition of the soil.

(6) GROSS WEIGHTS

Subject to the limitation imposed by the recommended axle loads no vehicle shall be operated whose total gross weight, with load, exceeds that given by the formula $W=c(L \text{ plus } 40)$ where

W —total gross weight, with load, in pounds

c —a coefficient to be determined by the individual States

L —the distance between the first and last axles of a vehicle or combination of vehicles, in feet

A value of 700 is recommended for "c" as the lowest which should be imposed but this should not be construed as inhibiting greater values.

(NOTE): This gross weight recommendation is particularly applicable to bridges since axle loads and length limitations are determinative in their practical application.

State Restrictions on Common Carrier Motor Buses

	Maximum Width (in.)	Maximum Height (ft. in.)	Maximum Length (ft.)	Maximum Gross Weight Four Wheels Pneumatic Tires	Maximum Speed State Roads
Alabama	90	12-0	33	32,000	45
Arizona	96	14-6	33	23,000	35
Arkansas	96	14-6	33	22,000	35
California	96	13-6	33	22,000	45
	102 com. car 100 pneu.				
Colorado	96	12-6	33	30,000	..
Connecticut	102	..	40	32,000	35
Delaware	96	..	33	26,000	(a) 25
Florida	96	12-0	33	20,000	(a) 30
Georgia	96	12-6	35	12,500 (load)	(a) 33
Idaho	96	14-0	35	24,000	35
Illinois	96	..	35	24,000	40
Indiana	96	12-0	33	24,000	..
Iowa	96	12-0	33	24,000	45
Kansas	96	13-0	35	24,000	45
Kentucky	96	..	..	28,000	40
Louisiana	96	12-6	33	7,000 (load)	45
Maine	96	12-6	36	24,000	35
Maryland	93	..	..	25,000	40
Massachusetts	96	..	28	30,000	30
	102 pneu.				
Michigan	96	12-6	40	(d)	40
Minnesota	96	12-6	35	28,000	45
Mississippi	96	12-6	33	22,000	40
Missouri	96	12-6	33	24,000	40
Montana	96	14-6	33	24,000	..
Nebraska	96	12-0	35	32,000	45
Nevada .....	..	..	..	25,000	..
New Hampshire	96	..	30	20,000	35
New Jersey	96	12-6	33	(e)	40
New Mexico	96	14-0	33	18,000 (axle)	45
New York	96	13-0	33	36,000	..
North Carolina	90	12-0	33	15,000	45
North Dakota	96	14-6	35	(b)	50
Ohio	96	12-6	35	24,000	35
Oklahoma	90	..	..	20,000	45
Oregon	96	11-0	35	49,000	45
Pennsylvania	96	14-6	33	28,000	35
Rhode Island	102	12-6	..	28,000	35
South Carolina	90	12-6	33	20,000	45
South Dakota	96	12-6	50	20,000	40
Tennessee	96	..	..	20,000	..
Texas	96	12-6	35	7,000 (load)	40
Utah	96	14-0	33	26,000	45
Vermont	96	12-0	..	34,000	25
Virginia	96	12-6	33	24,000	45
Washington	96	..	35	24,000	40
West Virginia	96	12-0	33	22,400 (axle)	45
Wisconsin	96	..	33	(b) 19,000	..
	102 pneu.				
Wyoming	96	12-6	40	30,000	35
District of Columbia ..	96	12-6	33	28,000	22

(a) Speed dependent on weight. (b) Weight dependent on type of highway. (c) 33 feet on designated way. (d) Weight dependent on distances between axles. (e) Weight dependent on type of tires used.

Survey of State Regulation*

Economic Regions and States	Regulatory Agency	Main Office	First Law In Effect
New England			
Connecticut.....	Public Utilities Comm.....	Hartford.....	1921
Maine.....	Public Utilities Comm.....	Augusta.....	1921
Massachusetts.....	Dept. of Public Utilities.....	Boston.....	1919
New Hampshire.....	Public Service Comm.....	Concord.....	1919
Rhode Island.....	Public Utilities Comm.....	Providence.....	1922
Vermont.....	Public Service Comm.....	Montpelier.....	1919
Central Atlantic			
Dist. of Columbia.....	Public Utilities Comm.....	Washington.....	1913
Delaware.....	Street and Sewer Comm.....	Wilmington.....	1922
Maryland.....	Public Service Comm.....	Baltimore.....	1916
New Jersey.....	Bd. of Pub. Util. Comm.....	Newark.....	1921
New York.....	Public Service Comm.....	Albany.....	1915
Pennsylvania.....	Public Service Comm.....	Harrisburg.....	1914
Southeast			
Alabama.....	Public Service Comm.....	Montgomery.....	1927
Florida.....	Railroad Commission.....	Tallahassee.....	1929
Georgia.....	Public Service Comm.....	Atlanta.....	1929
North Carolina.....	Corporation Commission.....	Raleigh.....	1925
South Carolina.....	Railroad Commission.....	Columbia.....	1925
Virginia.....	Corporation Commission.....	Richmond.....	1923
Mid-West			
Illinois.....	Commerce Commission.....	Springfield.....	1921
Indiana.....	Public Service Comm.....	Indianapolis.....	1925
Iowa.....	Board of R. R. Comm.....	Des Moines.....	1923
Kentucky.....	Comm. of Motor Trans.....	Frankfort.....	1924
Michigan.....	Public Utilities Comm.....	Lansing.....	1923
Ohio.....	Public Utilities Comm.....	Columbus.....	1921
West Virginia.....	State Road Comm.....	Charleston.....	1921
Wisconsin.....	Railroad Commission.....	Madison.....	1915
Gulf Southwest			
Arkansas.....	Corporation Commission.....	Little Rock.....	1921
Louisiana.....	Public Service Comm.....	Baton Rouge.....	1926
Mississippi.....	Railroad Commission.....	Jackson.....	1926
Missouri.....	Public Service Comm.....	Jefferson City.....	1927
Oklahoma.....	Corporation Comm.....	Okla. City.....	1923
Tennessee.....	R. R. and Pub. Util. Comm.....	Nashville.....	1929b
Texas.....	Railroad Commission.....	Austin.....	1927
Central Northwest			
Minnesota.....	Railroad & Whse. Comm.....	St. Paul.....	1925
Montana.....	Board of R. R. Comm.....	Helena.....	1923
North Dakota.....	Board of R. R. Comm.....	Bismarck.....	1925
South Dakota.....	Board of R. R. Comm.....	Pierre.....	1925
West Mid-Continent			
Colorado.....	Public Utilities Comm.....	Denver.....	1915
Kansas.....	Public Service Comm.....	Topeka.....	1925
Nebraska.....	Railway Commission.....	Lincoln.....	1927
Wyoming.....	Public Service Comm.....	Cheyenne.....	1925
Pacific Southwest			
Arizona.....	Corporation Commission.....	Phoenix.....	1919
California.....	Railroad Commission.....	San Francisco.....	1917
Nevada.....	Public Service Comm.....	Carson City.....	1923
New Mexico.....	Corporation Commission.....	Santa Fe.....	1926
Utah.....	Public Utilities Comm.....	Salt Lake City.....	1917
Pacific Northwest			
Idaho.....	Public Utilities Comm.....	Boise.....	1925
Oregon.....	Public Service Comm.....	Salem.....	1925
Washington.....	Dept. of Public Works.....	Olympia.....	1921

a. Exercised by Street and Sewer Commission of Wilmington, Del., which jurisdiction has been upheld by Supreme Court of Delaware

b. Authority assumed in 1928 under general public utility law.

* From *BUS TRANSPORTATION*.

Survey of State Regulation (Cont'd)

	Does Commission Exert Control Over		Do Intercity Operators Pay		Days of Grace for Annual Report	Does Commission Authorize Securities?	Requirements for Drivers		Speed Limit for Buses		Acceptable in Lieu of Liability Insurance or Bond	
	Local or City Services?	Interstate Lines?	Fee or Tax for Regulation?	City License Fees?			Minimum Age	Are Working Hours Specified?	Miles per Hour	Lower than for Autos?	Financial Responsibility?	Deposit of Securities?
New England												
Connecticut.....	Yes	No	No	Yes	90	No.	18	No	35	Yes	No	No
Maine.....	Yes	No	No	Yes	31	No	18	No	35	No	No	No
Massachusetts.....	Yes	No	No	Yes	90	No	18	Yes	30	No	No	No
New Hampshire.....	Yes	No	No	No	60	No	18	No	35	No	No	No
Rhode Island.....	Yes	Yes	No	Yes	NS	No	21	Yes	35	No	Yes	No
Vermont.....	Yes	Yes	No	Yes	90	Yes	18	No	25	Yes	No	No
Central Atlantic												
Dist. of Columbia.....	Yes	Yes	No	Yes	NS	No	21	No	22-30	No	Yes	No
Delaware.....	Yes	Yes	No	Yes	NS	No	21	No	25	Yes	No	No
Maryland.....	Yes	Yes	No	Yes	90	Yes	16	No	40	No	No	No
New Jersey.....	Yes	Yes	No	Yes	10*	Yes	21	No	40	No	Yes	No
New York.....	Yes	No	No	Yes	Im.	No	18	Yes	NS	Yes	Yes	No
Pennsylvania.....	Yes	Yes	No	Yes	90	Yes	21	No	35	Yes	No	No
Southeast												
Alabama.....	No	Yes	Yes	Yes	15†	Yes	18	Yes	45	No	No	No
Florida.....	No	Yes	Yes	Yes	90	No	21	Yes	30	Yes	Yes	Yes
Georgia.....	No	Yes	No	No	75	Yes	21	Yes	33	Yes	Yes	No
North Carolina.....	No	Yes	Yes	Yes	75	Yes	18	No	45	No	No	Yes
South Carolina.....	No	Yes	Yes	No	90	No	18	Yes	45	No	No	No
Virginia.....	No	Yes	No	No	60	No	NS	Yes	45	No	Yes	Yes
Mid-West												
Illinois.....	Yes	No	No	No	90	Yes	21	No	40	Yes	Yes	No
Indiana.....	Yes	Yes	No	No	60	Yes	21	Yes	30	Yes	Yes	No
Iowa.....	No	Yes	Yes	No	90	No	21	Yes	45	Yes	Yes	No
Kentucky.....	No	Yes	Yes	Yes	Im.	No.	21	Yes	40	No	Yes	Yes
Michigan.....	No	Yes	No	No	Im.	Yes	21	Yes	40	No	Yes	Yes
Ohio.....	No	Yes	No	No	90	No	21	Yes	35	Yes	No	No
West Virginia.....	Yes	Yes	No	Yes	Im.	No	21	No	45	No	No	Yes
Wisconsin.....	Yes	Yes	Yes	No	31	Yes	21	No	25b	Yes	Yes	No
Gulf Southwest												
Arkansas.....	No	Yes	No	No	31	No	18	Yes	35	No	No	No
Louisiana.....	Yes	No	Yes	Yes	90	No	NS	No	45	No	No	No
Mississippi.....	No	Yes	No	No	NS	No	18	Yes	40	No	No	No
Missouri.....	No	No	No	Yes	90	No	21	Yes	40	NS	Yes	Yes
Oklahoma.....	No	Yes	Yes	Yes	15*	No	21	Yes	45	No	No	Yes
Tennessee.....	Yes	Yes	Yes	Yes	90	Yes	21	Yes	NS	No	Yes	Yes
Texas.....	No	Yes	Yes	Yes	15*	No	18	No	40	Yes	No	No
Central Northwest												
Minnesota.....	Yes	Yes	No	Yes	90	No	21	No	45	No	No	Yes
Montana.....	Yes	Yes	Yes	Yes	90	No	18	Yes	NS	No	Yes	Yes
North Dakota.....	No	No	Yes	Yes	60	No	16	Yes	50	No	No	No
South Dakota.....	No	Yes	Yes	No	10†	No	15	No	40	No	No	No
West Mid-Continent												
Colorado.....	Yes	Yes	Yes	No	30	No	18	Yes	NS	No	No	No
Kansas.....	No	Yes	Yes	No	90	Yes	21	Yes	45	No	Yes	Yes
Nebraska.....	No	Yes	No	Yes	NS	Yes	21	Yes	45	No	No	No
Wyoming.....	No	Yes	No	No	90	No	NS	Yes	35	No	No	No
Pacific Southwest												
Arizona.....	Yes	Yes	No	No	30	Yes	18	Yes	35	No	No	No
California.....	No	No	No	Yes	60	Yes	18	Yes	45	No	Yes	No
Nevada.....	No	Yes	No	Yes	75	No	16	No	NS	No	No	No
New Mexico.....	No	Yes	Yes	Yes	20*	No	19	No	45	No	No	No
Utah.....	Yes	No	No	No	90	No	16	No	45	No	No	No
Pacific Northwest												
Idaho.....	No	Yes	No	Yes	Im.	No	21	Yes	35	No	No	No
Oregon.....	No	Yes	Yes	Yes	90	No	21	Yes	45	No	No	No
Washington.....	No	Yes	Yes	No	90	No	21	Yes	40	No	No	Yes

NS Not specified in law or rules.

Im. Due end of fiscal year.

* Reports rendered each month.

† Reports rendered quarterly.

a Financially responsible companies may carry excess insurance only.

b Average or schedule limit of speed specified by statute.

State Taxes and Fees on Motor Buses

Alabama

License Fees

Seating capacity of 5 or less	\$ 37.50
Seating capacity over 5 to 10	50.00
Seating capacity over 10 to 15	75.00
Seating capacity over 15 to 20	100.00
Seating capacity over 20 to 40	150.00

Special Taxes

	<i>per mile</i>
Seating capacity of 16 or less	¼c
Seating capacity over 16 to 20	½c
Seating capacity over 20 to 25	¾c
Seating capacity over 25	1c

And in addition

Incorporated cities or towns, operated into or through, may levy privilege licenses or taxes, based on population at the latest Decennial Federal Census, in amounts not to exceed:

Less than 5,000 inhabitants	\$ 25.00
5,000 to 25,000 inhabitants	100.00
25,000 to 100,000 inhabitants	200.00
Over 100,000 inhabitants	300.00

Arizona

License Fees

Flat fee of \$3.50 plus:	
Unladen weight less than 1,600 lbs.	\$ 5.00
Unladen weight 1,600 lbs. to 3,000 lbs.	10.00
Unladen weight 3,000 lbs. to 6,000 lbs.	20.00
Unladen weight 6,000 lbs. to 10,000 lbs.	30.00
Unladen weight 10,000 lbs. or more	40.00

Special Taxes

2 per cent of gross receipts. Interstate operators pay 2 per cent of gross receipts derived from operation in Arizona based on proportion of vehicle mileage operated within Arizona to total vehicle mileage operated.

Arkansas

License Fees

12½ cents per horsepower, plus 55c per 100 lbs. gross weight, plus \$2.50 per passenger carrying capacity.

Special Taxes

4% of gross receipts. Interstate operators pay 4% of gross receipts derived from operation in Arkansas based on proportion of road mileage operated upon within Arkansas to total road mileage operated upon.

California

License Fees

Common carrier motor vehicles exempt from payment of license fees for registration and receive plates, etc., free of charge.

Special Taxes

4¼% of gross receipts derived from operating passenger carriers within the state in lieu of all other taxes except the gas tax.

Colorado

License Fees

9 passenger capacity or less	\$20.00
Each additional seat	1.00

Special Taxes

1 mill per passenger mile on passenger mileage within Colorado.

Connecticut

License Fees

8 cents per cubic inch of piston displacement, plus	
5-passenger seating capacity or less \$15.00 and in addition for each seat from—	
6 to 20	\$ 2.00
21 to 40	5.00
Over 40	10.00

Special Taxes

3% of gross receipts earned on Connecticut highways. Interstate bus gross receipts to be allocated on basis of Connecticut route mileage to total route mileage.

Gross receipts tax to be paid in lieu of all other taxes on property, etc., used in conduct of passenger carrying business.

Delaware

License Fees

\$2.00 per 500 pounds gross weight, i. e., weight of vehicle plus seating capacity times 125 pounds.

Special Taxes

No utilities law in Delaware and no special taxes levied on commercial vehicles.

District of Columbia

License Fees

Bus operators not required to pay general license fee.

Special Taxes

8 mills for each vehicle mile operated.

Interstate operators pay same fee as intrastate operators, based on number of vehicle miles operated within the District of Columbia.

Sight-seeing operators pay annual fee of \$100.00 per vehicle.

Florida

License Fees

Less than 7-passenger capacity:

Per 100 lbs. gross weight\$1.00

Per passenger seat 7.50

7 to 16-passenger capacity:

Per 100 lbs. gross weight..... 2.00

Per passenger seat15.00

16-passenger capacity and over:

Per 100 lbs. gross weight..... 2.00

Per Passenger seat20.00

Special Taxes

	<i>per bus mile</i>
10 passenger capacity or less	½c
11 to 20 passenger capacity	¾c
Over 20 passenger capacity	1c

Georgia

License Fees

50c per 100 lbs. gross weight.

Special Taxes

\$25.00 per bus.

And in addition:

7 passenger capacity or less, 1/10c per bus mile; 8 to 10 passenger capacity, ½c per bus mile; 11 to 20 passenger capacity, ¾c per bus mile; 21 or more passenger capacity, 1c per bus mile.

Two other alternative taxes are proposed if inter- or intrastate carriers do not care to pay according to above scale. One provides a flat fee graduated upward according to weight of bus and distance traveled and the other a tax per bus mile graduated between ½c per mile and 1½c per mile according to weight of vehicle.

Idaho

License Fees

2,000 lbs. vehicle weight or less:

2 years old or less\$12.00

3 years old or less 11.00

4 years old or less 10.00

2,000 lbs. vehicle weight to 5,000 lbs:

2 years old or less, \$12.00 plus \$1.00 for each 100 lbs. over 2,000.

3 years old, \$11.00 plus 90c for each 100 lbs. over 2,000.

4 years old, \$10.00 plus 80c for each 100 lbs. over 2,000.

5,000 lbs. or more, \$42.00 plus \$2.00 for each additional 100 lbs. (Not subject to age deduction.)

And in addition:

\$5.00 per passenger capacity.

Special Taxes

1% of gross revenue and \$3.00 per passenger seat.

Illinois

License Fees

Capacity of 7 or less passengers:
 25 h.p. or less\$ 8.00
 Over 25 to 35 12.00

Over 35 to 50	20.00
Over 50	25.00

Capacity of over 7 passengers:

3,000 lbs. or less	\$ 10.00
Over 3,000 to 8,000 lbs.	12.00
Over 8,000 to 12,000 lbs.	35.00
Over 12,000 to 16,000 lbs.	75.00
Over 16,000 to 20,000 lbs.	110.00
Over 20,000 lbs.	150.00

Special Taxes

\$1.00 per 100 pounds gross weight allowing 125 pounds per passenger.

Indiana

License Fees

Bus operators not required to pay general license fee.

Special Taxes

\$6.00 per persons at rated capacity, allowing 16 inches per seat. If operated wholly within limits of city or town, one-tenth of above fees. (Municipalities may charge additional fee.)

If operated exclusively in interstate commerce, fees shall be \$10.00 per person at rated carrying capacity, allowing 16 inches per seat.

Iowa

License Fees

1% of value, plus 40c per 100 lbs. or fraction thereof of weight of vehicle, as fixed by Motor Vehicle Department.

After 5th registration, fee based on value shall be 1/2 of 1 per cent. Minimum annual fee, \$10.00.

Above license fee in lieu of all general and local taxes.

Special Taxes

1/4c per ton-mile of travel. Ton-mile equals maximum seat capacity at 150 pounds plus weight of vehicle times number of miles traveled; sum thus obtained to be divided by 2,000.

Kansas

License Fees

\$8.00, plus 50c for each 100 pounds

gross weight or major fraction thereof in excess of 2,000 pounds.

Special Taxes

1/2 mill per gross ton mile. Ton mile equals maximum seat capacity at 150 pounds per passenger seat, plus weight of vehicle times number of miles traveled and sum thus obtained divided by 2,000.

Kentucky

License Fees

Bus operators not required to pay general license fee.

Special Taxes

50c per 100 lbs. gross weight.

And in addition:

Plate Tax

	<i>per bus</i>
1 to 7 passengers	\$10.00
8 to 16 passengers	10.00
17 to 25 passengers	25.00
26 to 29 passengers	50.00
30 or more passengers	50.00

Seat Tax

	<i>per seat</i>
1 to 7 passengers	\$ 3.00
8 to 16 passengers	7.50
17 to 25 passengers	10.00
26 to 29 passengers	12.50
30 or more passengers	15.00

Mileage Tax

	<i>per mile</i>
1 to 7 passengers	1/4c
8 to 16 passengers	1/2c
17 to 25 passengers	3/4c
26 to 29 passengers	1c
30 or more	3c

Interstate operators pay double above mileage tax if the annual registration fee paid by intrastate carriers is not paid on vehicle operated in interstate commerce.

Louisiana

License Fees

Louisiana Law separates motor vehicles into twelve different classes, First Class, Second Class, etc. Third class applies to motor vehicle common carriers. Fees as collected from this Class shown below under heading "Special Taxes."

Special Taxes

68c per h.p., plus:

	<i>per pass. cap.</i>
1 to 7 pass. cap _____	\$1.50
8 to 12 pass. cap. _____	2.00
13 to 21 pass. cap. _____	3.00
22 to 29 pass. cap. _____	4.00
30 to 48 pass. cap. _____	5.00
Over 48 pass. cap. _____	7.50

In addition to above, both intrastate and interstate operators must pay a sum equal to one-half of the amount of tax calculated in accordance with above schedule. At end of licensing period refunds shall be made in fractional amounts of total fees paid according to mileage operated during year.

Maine

License Fees

7-passenger capacity or less:
 Per h.p. _____ \$0.50
 Per 100 lbs. actual vehicle weight 0.50

Over 7-passenger capacity:
 In addition to above, \$2.50 for each seat over 7.

Special Taxes

No common carrier tax but 1931 Legislature imposed excise tax on motor vehicles, including buses, as follows:

- 1st registration—23 mills on each dollar of maker's list price.
- 2nd registration—16½ mills on each dollar of maker's list price.
- 3rd registration—12½ mills on each dollar of maker's list price.
- 4th registration—9 mills on each dollar of maker's list price.
- 5th registration—5½ mills on each dollar of maker's list price.

6th and thereafter—3 mills on each dollar of maker's list price.
 Maximum, on and after seventh year of a model, \$10.00.

Maryland

License Fees

Bus operators not required to pay general license fee.

Special Taxes

1/18c per passenger seat times total number of miles vehicle is operated.

Massachusetts

License Fees

Bus operators not required to pay general license fee.

Special Taxes

7-passenger capacity or less, each seat _____	\$1.20
Over 7-passenger capacity, each seat _____	1.50
Minimum fee _____	6.00

Department of Public Works may make additional charge not exceeding \$10.00 per vehicle in issuing permit to operate.

Cities or towns authorized to charge fee not exceeding \$10.00 for local licenses.

Michigan

License Fees

	<i>per 100 lbs.</i>
Up to 2,500 pounds net weight _____	\$0.65
2,500 to 4,000 pounds net weight _____	.80
4,000 to 6,000 pounds net weight _____	1.00
Over 6,000 pounds net weight _____	1.25

Special Taxes

\$1.00 per 100 pounds or major fraction thereof of actual weight of vehicle fully equipped. Both intrastate and interstate carriers subject to this tax.

Minnesota

License Fees

10% of value, provided that the minimum fee for commercial passenger buses of over fifteen passenger seating capacity shall be \$350.00 and for those of more than five and less than fifteen passenger seating capacity, other than taxicabs and livery vehicles, shall be \$250.00.

After the first year value depreciated at 10 per cent cumulative rate up to and including 90 per cent depreciation allowance for tenth year. Minimum fee applies after tenth year.

Special Taxes

No special taxes or fees are required.

Mississippi

License Fees

15c per h.p., plus 50c per 100 pounds gross weight.

Special Taxes

For privilege of using streets and highways to the extent of 6,000 miles.

7 passengers or less, seating capacity	\$ 30.00
8 passengers and less than 14	60.00
14 passengers and less than 20	90.00
20 passengers and less than 26	120.00
26 passengers and over.....	180.00

After 6,000 miles, following mileage tax shall accrue and be paid monthly:

	per mile
7 passengers or less.....	¼c
8 passengers and less than 14	½c
14 passengers and less than 20	¾c
20 passengers and less than 26	1c
26 passengers and over.....	1½c

And in addition:

As a part of a general sales tax, a 2% privilege tax on gross receipts derived from operation during the period April 30, 1932 to June 30, 1934. First

\$1,200 of annual gross receipts exempt from application of this tax.

Also, State has right to levy ad valorem tax on intercity motor buses, through a County property value assessment up to \$400 per mile for each mile of highway traveled.

Missouri

License Fees

Less than 12 h.p.	\$ 7.50
12, under 24 h.p.	10.50
24, under 36 h.p.	16.50
36, under 48 h.p.	22.50
48, under 60 h.p.	25.50
60, under 72 h.p.	37.50

Municipalities may levy fees up to 1/3 of State fees.

Special Taxes

Intrastate carriers over regular routes:

\$10.00 per passenger seat when route operated exceeds 20 miles in length.

\$5.00 per passenger seat when total mileage of route operated is less than 20 miles.

Interstate carriers:

When total route mileage of an interstate operation is not more than 10 miles in Missouri, the fee is one-third of \$10.00 per passenger seat rate. If route exceeds 10 miles in length the full rate is paid.

Montana

License Fees

For licensing purposes buses classed as motor trucks, with fees based on capacity, as follows:

Not over one ton capacity.....	\$ 10.00
Not over 1½ ton capacity.....	16.00
Over 1½ and not over 2 tons capacity	22.50
Over 2 and not over 3 tons capacity	37.50
Over 3 and not over 5 tons capacity	60.00
Over 5 tons capacity	200.00

Special Taxes

\$10.00 per vehicle used in regular and continuous service.

\$5.00 per vehicle used in seasonal operations not exceeding six months in any calendar year.

Nebraska

License Fees

Bus operators not required to pay general license fee.

Special Taxes

Operating Outside Municipal Limits: \$25.00 per vehicle, plus \$7.00 per passenger capacity.

Operating within Municipal limits:

Less than seven passengers pay above rates.

Over 7 passengers pay—

Up to 2,000 lbs. gross weight	\$ 8.00
2,001 to 3,000 lbs. gross weight	12.00
3,001 to 4,000 lbs. gross weight	18.00
4,001 to 5,000 lbs. gross weight	25.00
5,001 lbs. and up	25.00, plus \$10.00 for each 1,000 lbs. or fraction thereof in excess of 5,000 lbs.

Weight includes weight of load computed at rate of 150 lbs. per passenger seat.

Nevada

License Fees

Bus operators not required to pay general license fee.

Special Taxes

Flat rate, \$50.00 plus \$10.00 per passenger capacity (allowing 16 inches per passenger).

Combination passenger and property carriers pay flat rate of \$50.00 plus \$10.00 per passenger capacity (16 inches per passenger), plus \$2.00 per 100 lbs. capacity obtained by deducting weight of passenger capacity (125 pounds per passenger) from total weight capacity of vehicle.

New Hampshire

License Fees

	<i>per</i> <i>100 lbs.</i>
Up to 4,000 lbs. gross weight	\$0.35
4,001 to 6,000 lbs. gross weight	0.45
6,001 to 8,000 lbs. gross weight	0.50

Over 8,000 lbs. gross weight 0.60

Passengers figured at 150 lbs. each, times seating capacity.

Local authorities may fix special license fees.

Special Taxes

No special taxes or fees are required.

New Jersey

License Fees

5 passenger capacity or less ..	\$15.00
6 to 8 passenger capacity	17.50
9 to 12 passenger capacity	20.00
13 to 17 passenger capacity	25.00
18 to 22 passenger capacity	30.00
23 to 26 passenger capacity	35.00
27 to 30 passenger capacity	40.00
Plus \$2.00 per seat in excess of 30.	

Special Taxes

5% of gross earnings to cities through which route runs. To be divided among them in proportion to number of miles of route in each city. (Gas tax not applicable to buses paying this franchise tax).

Interstate buses pay ½c per mile on mileage covered in State.

New Mexico

License Fees

Flat fee of \$25.00 plus \$5.00 for each seat of the normal passenger seating capacity.

Special Taxes

	<i>per</i> <i>bus mile</i>
7 passenger capacity or less ..	¼c
8 to 12 passenger capacity	½c
13 to 18 passenger capacity	1c
19 to 25 passenger capacity	1½c
Over 25 passenger capacity	2c

New York

License Fees

Bus operators not required to pay general license fee.

Special Taxes

5 passenger capacity or less ..	15.00
6 to 7 passenger capacity	24.50

8 to 10 passenger capacity.....	30.50
11 to 16 passenger capacity.....	43.00
17 to 20 passenger capacity.....	52.00
21 to 22 passenger capacity.....	55.00
23 to 26 passenger capacity.....	61.50
27 to 30 passenger capacity.....	67.50

For over 30 passengers, the fee of \$67.50 and the additional fee of \$2.00 for each passenger in excess of 30.

Schedule not applicable to omnibuses operating within municipality under franchise granted by said municipality. The registration fee for any such omnibus is flat rate of \$10.00 in addition to municipal fees.

Note: During the period July 1, 1932, to December 31, 1933, above fees applicable to motor vehicles of more than 7 passenger capacity, except those operating within municipalities, shall be increased 65 per cent.

For vehicles operating within municipalities, under franchise granted by said municipalities, the fee specified above shall be increased \$20.00 in case the seating capacity for passengers is 20 or less and shall be increased \$50.00 in case the seating capacity for passengers is more than 20.

North Carolina

License Fees

90c per 100 lbs. manufacturers' shipping weight or major fraction thereof.

Special Taxes

Franchise tax of 6% of gross revenue, collectible only in such amounts as it exceeds the license tax.

Interstate operators pay same license fee as intrastate operators but the franchise tax of 6% levied upon the gross amount of revenue derived from interstate operation shall be based upon the proportion of mileage in North Carolina as compared to total mileage of interstate route.

Revenue derived from the transportation of United States mail shall not be included in computing franchise tax and where more than fifty per cent of a route operated is on roads located in a United States military

reservation, the franchise tax shall be 3% of the gross revenue.

North Dakota

License Fees

First registration:

2,000 pounds or less.....	\$ 12.50
Over 2,000 lbs. to 2,500 lbs....	14.00
Over 2,500 lbs. to 2,800 lbs....	16.50
Over 2,800 lbs. to 3,200 lbs....	20.00
Over 3,200 lbs. to 3,600 lbs....	25.00
Over 3,600 lbs. to 4,000 lbs....	27.50
Over 4,000 lbs. to 4,500 lbs....	37.50
Over 4,500 lbs. to 5,000 lbs....	50.00
Over 5,000 lbs. to 6,000 lbs....	70.00
Over 6,000 lbs. to 7,000 lbs....	90.00
Over 7,000 lbs. to 8,000 lbs....	110.00
Over 8,000 lbs. to 9,000 lbs....	130.00
Over 9,000 lbs.	150.00

For second, third, fourth, and fifth registrations, successive reductions of 10 per cent.

After eighth registration, 50 per cent reduction from original basic fee.

Special Taxes

\$7.00 per passenger carrying capacity of vehicle, seating capacity to be calculated on the seating room of 16 inches per passenger.

At the time of making application for a certificate and for each annual renewal thereafter operators required to pay a fee of not less than \$15.00 nor more than \$75.00, as fixed by the Commission in each instance.

Ohio

License Fees

Graduated fee ranging from 70c per 100 lbs. on vehicles weighing 2,000 lbs. or less to \$2.25 for each 100 lbs. on vehicles weighing in excess of 10,000 lbs.

Special Taxes

Between fixed termini or over regular routes:

7 passenger capacity or less ...	\$ 40.00
7 to 12 passenger capacity....	90.00
12 to 18 passenger capacity....	140.00
18 to 24 passenger capacity....	180.00
Over 24 passenger capacity....	230.00

Not between fixed termini or over regular routes:

7 passenger capacity or less	---\$ 20.00
7 to 12 passenger capacity	--- 50.00
12 to 18 passenger capacity	--- 90.00
18 to 24 passenger capacity	--- 115.00
Over 24 passenger capacity	--- 150.00

Oklahoma

License Fees

First \$500.00 of Manufacturers List Price ----- \$12.50
 Over \$500.00, \$1.50 for each \$100.00 in excess of \$500.00.
 Reduction of 20 per cent each year for 3 years.
 Minimum fee, \$8.00.

Special Taxes

Class A (carriers over regular routes, between fixed termini)—

	<i>per bus mile</i>
7 passenger capacity or less	3 mills
8 to 11 passenger capacity	5 "
12 to 17 passenger capacity	7 "
18 to 23 passenger capacity	9 "
24 to 29 passenger capacity	11 "
30 to 36 passenger capacity	12.5 "
Over 36 passenger capacity	15 "

Mileage tax based on actual mileage, payable monthly.

Class B (carriers not in class A)—
 7 passenger capacity or less, \$25.00 plus ¼c per bus mile.
 7 to 16 passenger capacity, \$50.00 plus ½c per bus mile.
 16 to 25 passenger capacity, \$75.00 plus ¾c per bus mile.
 Over 25 passenger capacity, \$100.00 plus 1c per bus mile.

Mileage tax based on actual mileage, payable monthly.

Both Class A and B pay \$100.00 to Corporation Commission on filing application for certificate.

Oregon

License Fees

50c per 100 pounds combined weight, i.e., weight of vehicle and load, allowing 150 pounds per passenger seat.

Special Taxes

1 mill per combined weight ton mile. Combined weight ton mile equals seat capacity, exclusive of emergency seats, plus weight of vehicle, times extreme number of miles operated; sum thus obtained to be divided by 2,000. A major fraction shall be considered as a ton.

Where seating capacity is not arranged for separate or individual seats, 16 lineal inches shall be deemed the equivalent of a passenger seat.

Pennsylvania

License Fees

5 passenger capacity or less --- \$25.00
 Over 5 to 7 passenger capacity 30.00
 Over 7 to 26 passenger capacity 40.00
 Over 26 passenger capacity --- 40.00

Plus \$4.00 per seat over 7 to 26; and \$10.00 per seat over 26.

For buses with a seating capacity in excess of 53 passengers, operated exclusively within cities, a flat fee of \$300.00.

In addition to the above, cities may levy a fee or tax upon motor omnibuses transporting passengers for pay or hire within the limits of any city, or from points within such city to points outside of the city limits.

Special Taxes

Intrastate operators pay semi-annually 8 mills per dollar of gross receipts.

Interstate operators must register vehicles operated over Pennsylvania routes and pay same registration fees as required for like vehicles owned by residents, and in addition pay 8 mills per dollar upon such portion of gross receipts as is represented by ratio that number of miles of route operated in State bears to total number of miles of all routes operated.

In each settlement for the gross receipts tax operators may deduct from the amount payable any sum paid as an excise tax to any city for the use of its highways and, in addition, shall receive a credit to the extent of fifty per cent of the total amount of the registration fee or fees paid for the calendar year of which the period covered by the settlement was a part.

Rhode Island

License Fees

Bus operators not required to pay general license fee.

Special Taxes

Graduated fee ranging from \$25.00 on vehicles weighing 3,000 lbs. or less to \$200.00 on vehicles weighing in excess of 28,000 lbs., plus \$2.00 per passenger at rated carrying capacity determined by State Board of Public Roads.

South Carolina

License Fees

2,000 lbs. net weight or less—\$9.00
For each additional 500 lbs. or fraction thereof over 2,000 lbs. _____ 3.00

Vehicles owned by a school district and used exclusively for transporting school children pay a flat fee of \$1.00 per vehicle.

Special Taxes

Gross weight less than 13,000 lbs., 1/50 of 1 cent per passenger seat times number of miles traveled annually. (150 lbs. per passenger seat).

Gross weight over 13,000 lbs., 1/40c per passenger seat times number of miles traveled annually.

Above fees subject to following minimum limitations:

Not over 7 passenger capacity...\$30.00
Over 7 to 12 passenger capacity 40.00
Over 12 to 17 passenger capacity _____ 50.00
Over 17 to 22 passenger capacity _____ 60.00
Over 22 to 27 passenger capacity _____ 75.00
Over 27 passenger capacity _____ 90.00

Not operated over regular routes or between fixed termini:

Same as above, except estimate should be made of number of miles traveled, minimum 20,000 miles.

South Dakota

License Fees

Graduated fee ranging from \$13.00 on vehicle weighing 2,000 pounds or

less to \$75.00 on vehicle weighing in excess of 6,000 pounds.

And in addition:

\$8.00 for each passenger capacity in excess of 7 on motor buses with a seating capacity of more than 7 passengers, except those operated exclusively within the corporate limits of any town or city.

One-half of the above fees shall be paid on motor buses used in seasonal service operated less than 6 months of any year.

Registration law does not prohibit cities and municipal corporations from imposing license fees or taxes for use of streets.

Special Taxes

Intrastate operators, 3% of gross earnings.

Interstate operators, 3% of such portion of gross earnings as is represented by ratio that South Dakota mileage operated bears to the total mileage over which interstate business is done.

Tennessee

License Fees

Per h.p., 50c, and an additional fee for each ton or fraction thereof carrying capacity (factory rating) as follows:

½ ton to 2 tons, inclusive _____ \$15.00
2½ tons to 3 ½ tons, inclusive... 20.00
4 tons to 4½ tons, inclusive..... 30.00
5 tons to 5½ tons, inclusive..... 40.00
6 tons and over _____ 50.00

And in addition:

2-passenger capacity _____ \$ 4.00
5-passenger capacity _____ 10.00
7-passenger capacity _____ 14.00
Over 7 passenger capacity, \$2.00 extra for each additional seat.

Special Taxes

\$2.50 per annum per passenger seat, to cover cost of regulation.

Texas

License Fees per 100 lbs.

1 to 4,000 lbs. gross weight \$1.10
4,001 to 6,000 lbs. gross weight 1.15

6,001 to 8,000 lbs. gross weight	1.30
8,001 to 28,000 lbs. gross weight	1.40
28,001 lbs. and up	4.00

Special Taxes

\$12.00 per vehicle, including \$2.00 for identification plates, plus \$1.00 per passenger seat.

Utah

License Fees

25 h.p. or less	\$ 5.00
Over 25 to 40	7.50
Over 40 to 50	10.00
Over 50	12.50

Special Taxes

2½ mills per passenger mile on hard-surfaced highways. 1 mill per passenger mile on all other highways.

Passenger miles determined by multiplying actual number of passengers carried by number of miles traveled.

Vermont

License Fees

Bus operators not required to pay general license fee.

Special Taxes

Per 100 lbs. gross weight.....\$1.00
 Allowing 150 lbs. for each passenger seat.
 Minimum fee, \$30.00.

Virginia

License Fees

70c per 100 lbs. manufacturer's shipping weight.

Special Taxes

Intrastate operators pay 2% of gross receipts.

Interstate operators pay 2% on that portion of the gross receipts derived from the interstate business which the mileage traveled in Virginia bears

to the total mileage (excluding mileage in cities and towns which maintain the streets used by the carriers).

In addition, carriers pay \$2.50 per \$100.00 of assessed valuation on all rolling stock, in lieu of any local property taxes. Such rolling stock tax is distributed to each county, city and incorporated town through which the carrier operates, in proportion to the mileage traveled in each.

Washington

License Fees

3.00 per vehicle, plus \$3.00 per passenger seat.

Special Taxes

1% of gross operating revenue, payable quarterly.

West Virginia

License Fees

The West Virginia Law provides for registration fees according to the class of vehicle to be registered. The classification is in eleven divisions, from "A" to "K", inclusive. Classifications "H" and "J" apply to passenger vehicles operated for hire, as follows:

Class H—Motor vehicles operated for transportation of passengers between fixed termini or over regular routes.

Class J—Motor vehicles operated for transportation of passengers, not running over a regular route or between fixed termini.

The fees as required for Class "H" and Class "J" vehicles are shown below, under the heading "Special Taxes." No fees or taxes in addition to these "for hire" fees are required.

Special Taxes

Class "H" vehicles, 1/15 cent for each passenger seat multiplied by the total number of miles traveled.

Minimum fee, \$75.00.

Class "J" vehicles, flat fee of \$75.00 yearly.

Wisconsin

License Fees

Urban buses—Operating exclusively within one municipality:

1½ tons gross weight or less	\$ 30.00
1½ tons and less than 2¼ tons weight	45.00
2¼ and less than 3 tons gross weight	60.00
3 and less than 4 tons gross weight	105.00
4 and less than 5 tons gross weight	180.00
5 tons or more gross weight	180.00
Plus \$75.00 for each ton in excess of 5 tons.	

Gross weight equals weight of vehicle fully equipped, plus total passenger weight determined by dividing the total length of seating space therein, including the driver's seat, by twenty inches and multiplying this result by one hundred and fifty.

Interurban Buses—All buses not defined as "Urban Busses":

Same fees as above, increased by 25 per cent.

Special Taxes

1 mill per ton mile of operation on all mileage traveled outside the corporate limits of cities and villages, payable quarterly. Tax based on unloaded weight of vehicle plus the licensed carrying capacity.

In addition, a fee of \$40.00 is required for each motor vehicle for the operation of which a permit is in force, this fee to accompany the operating report and financial statement each certificated carrier must file with the commission prior to February 1st of each year.

Cities and villages, as a condition to consent given for the use of streets as a part of any route, may require reasonable compensation for the repair and maintenance of pavements and bridges and compensation for the regulation of street traffic, and for any further expense occasioned by the operation of vehicles used in common carrier service.

Wyoming

County License Fees

- 1st registration—3% of 60% of factory price.
- 2nd registration—3% of 50% of factory price.
- 3rd registration 3% of 40% of factory price.
- 4th registration—3% of 20% of factory price.
- 5th registration and thereafter—3% of 10% of factory price.

State License Fees

7-passenger capacity or less:

22 h.p. or less	\$ 8.00
Over 22 to 30 h.p.	12.00
Over 30 to 40 h.p.	16.00
Over 40 h.p.	20.00

For passenger cars having a seating capacity in excess of 7, fees according to h.p. as above, plus \$1.00 additional for each seat over 7.

Special Taxes

½ mill per passenger mile (actual number of passengers carried times number of miles each is carried).



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