

# BUS FACTS FOR 1933

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

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*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.

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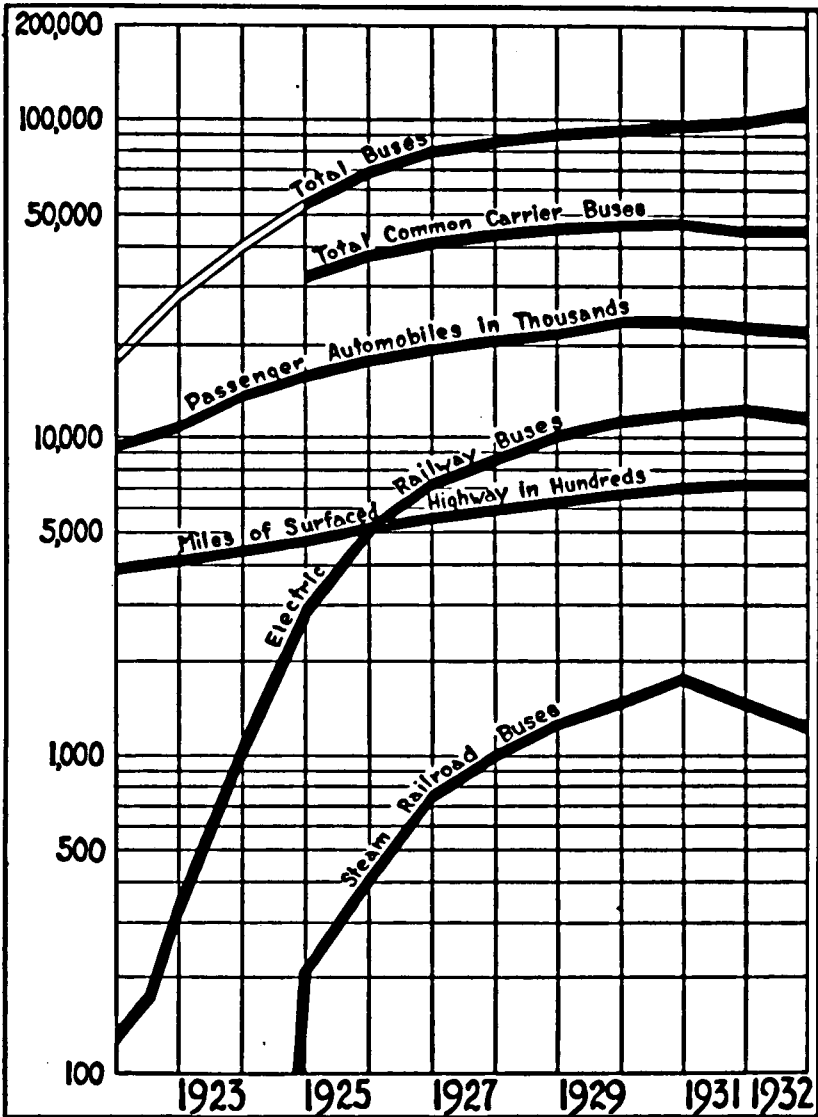
The National Association of Motor Bus Operators now in the seventh year of its existence as the national trade association of motor bus owners and operators, was formally organized early in 1926 as the Motor Bus Division of the American Automobile Association, through the affiliation with the American 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.

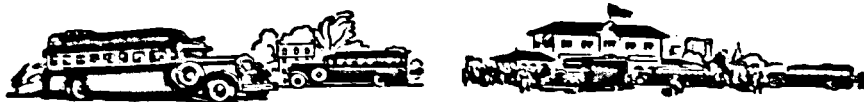
# Statistical Summary of Motor Bus Transportation

AS OF DECEMBER 31st	1928	1929	1930	1931*	1932
<b>MOTOR BUS STATISTICS</b>					
<b>TOTAL ALL BUSES</b> .....	90,500	92,500	95,400	98,900	104,000
Motor Carrier Buses.....	33,350	33,300	32,500	31,850	32,313
Electric Railway Buses.....	10,062	11,250	11,827	12,050	11,541
Steam Railroad Buses.....	1,256	1,454	1,759	1,500	1,246
School Buses.....	40,878	42,000	45,000	48,500	55,231
Rightturning Buses (1).....	2,750	2,346	2,175	3,000	2,066
Other Buses (2).....	2,207	2,150	2,139	2,000	1,700
<b>TOTAL ALL OPERATORS</b> .....	23,800	23,900	23,490	23,000	27,091
Motor Carrier Operators.....	6,220	5,520	5,150	4,564	4,385
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
Rightturning Operators (1).....	380	455	400	380	330
Other Operators (2).....	748	1,072	1,014	1,050	900
<b>TOTAL ALL BUS ROUTE</b> .....	719,500	782,500	827,100	898,000	1,049,800
Motor Carrier Bus Route.....	248,900	278,600	291,200	320,000	336,496
Electric Railway Bus Route.....	20,280	22,399	24,300	20,000	17,263
Steam Railroad Bus Route.....	16,792	25,236	28,000	27,000	25,638
School Bus Route.....	410,370	425,750	451,800	500,000	642,500
Rightturning Bus Route (1).....	17,185	21,409	25,500	33,000	20,600
Other Bus Route (2).....	5,972	9,106	9,100	6,000	7,300
<b>COMMON CARRIER BUS MILES</b> .....	1,665,000,000	1,750,000,000	1,825,000,000	1,804,600,000	1,797,000,000
<b>CITY SERVICE</b> .....	365,000,000	408,000,000	441,000,000	456,600,000	527,000,000
<b>INTERCITY SERVICE</b> .....	1,320,000,000	1,342,000,000	1,384,000,000	1,348,000,000	1,270,000,000
<b>COMMON CARRIER PASSENGERS</b> .....	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
Inter-city Service.....	449,000,000	497,000,000	504,000,000	465,000,000	422,000,000
<b>COMMON CARRIER GROSS REVENUE</b> .....	350,000,000	365,000,000	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
Inter-city Service.....	255,000,000	285,000,000	290,000,000	261,500,000	247,400,000
<b>COMMON CARRIER INVESTMENT</b> .....	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
<b>COMMON CARRIER TAXES AND FEES</b> .....	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
<b>PRODUCTION OF CHASSIS</b> .....	8,656	9,049	8,730	7,300	4,210
<b>PRODUCTION OF BODIES</b> .....	7,379	8,864	8,915	7,117	4,270

## COMPARATIVE STATISTICS OF RAIL CARRIERS

<b>ELECTRIC RAILWAYS</b>					
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	11,589,000,000	10,180,000,000	9,356,000,000	8,130,000,000
Passenger cars.....	69,983	67,035	67,370	63,764	62,423
Miles of track.....	38,807	37,560	36,566	34,094	33,099
<b>STEAM RAILROADS</b>					
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	246,172	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 4-10). (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

## 19

### Census Conducted by

UNITED STATES	1928				1928				1928		
	Common Carrier	High-seeing and for Hire	School	Other	Common Carrier	High-seeing and for Hire	School	Other	Common Carrier	High-seeing and for Hire*	School*
<b>Census total</b> .....	<b>34,424</b>	<b>2,198</b>	<b>35,987</b>	<b>1,111</b>	<b>35,258</b>	<b>2,201</b>	<b>40,868</b>	<b>1,981</b>	<b>34,988</b>	<b>2,284</b>	<b>40,987</b>
<b>New England</b> .....	<b>2,777</b>	<b>160</b>	<b>1,805</b>	<b>78</b>	<b>3,923</b>	<b>157</b>	<b>1,852</b>	<b>78</b>	<b>3,208</b>	<b>169</b>	<b>3,049</b>
Central Atlantic.....	10,048	770	2,939	194	10,803	803	3,208	307	11,167	835	3,400
Southeast.....	2,378	129	6,845	193	2,384	114	8,194	194	2,870	49	9,328
Midwest.....	8,850	181	11,040	377	8,791	166	11,882	378	9,036	198	12,861
Gulf Southwest.....	2,321	87	5,434	97	3,798	62	7,356	108	3,890	81	8,606
Central Northwest.....	831	66	3,400	80	819	62	2,766	13	758	77	2,785
West Mid-Continent.....	1,237	495	1,407	24	1,187	800	1,881	18	1,341	473	1,779
Pacific Southwest.....	3,098	297	2,403	93	3,162	301	2,612	81	3,281	335	2,890
Pacific Northwest.....	1,686	43	1,594	26	1,611	46	1,617	23	1,338	67	1,670
<b>I—New England</b> .....											
1. Connecticut.....	531	20	425	9	508	26	380	11	707	35	498
2. Maine.....	262	17	150	30	300	14	166	16	124	18	185
3. Massachusetts.....	1,557	112	965	9	1,723	108	1,005	9	1,783	115	1,080
4. New Hampshire.....	60	6	150	31	101	6	175	31	131	6	300
5. Rhode Island.....	269	6	25	2	261	7	38	2	266	6	88
6. Vermont.....	108	.....	80	19	130	.....	88	19	106	.....	100
<b>II—Central Atlantic</b> .....											
7. District of Columbia.....	387	60	4	13	224	60	4	14	324	66	15
8. Delaware.....	76	3	118	.....	94	4	126	.....	62	.....	145
9. Maryland.....	447	24	267	.....	491	25	400	2	428	25	420
10. New Jersey.....	2,573	37	1,050	71	3,892	45	1,123	74	4,360	47	1,180
11. New York (outside city).....	1,820	28	650	71	1,815	35	655	79	1,892	70	670
New York City.....	1,092	522	.....	31	1,267	825	.....	31	1,319	800	.....
12. Pennsylvania.....	2,653	96	850	14	2,720	109	900	17	2,655	128	1,000
<b>III—Southeast</b> .....											
13. Alabama.....	217	.....	654	18	220	.....	1,069	26	224	.....	1,065
14. Florida.....	522	120	650	128	522	97	910	121	503	25	925
15. Georgia.....	306	3	725	12	327	9	750	9	337	14	1,200
16. North Carolina.....	572	.....	3,234	28	618	.....	3,250	23	802	2	2,750
17. South Carolina.....	162	5	263	4	163	6	976	8	167	6	1,027
18. Virginia.....	599	1	1,310	5	636	2	1,260	7	637	3	1,361
<b>IV—Midwest</b> .....											
19. Illinois.....	1,695	80	305	239	1,581	75	236	288	1,700	75	500
20. Indiana.....	1,204	4	5,055	11	991	9	5,765	10	1,011	9	6,111
21. Iowa.....	252	2	1,200	17	291	1	1,217	13	317	30	1,654
22. Kentucky.....	604	.....	176	7	599	.....	190	9	668	.....	150
23. Michigan.....	1,968	48	586	16	1,906	61	664	18	2,019	83	796
24. Ohio.....	2,026	14	2,592	15	2,262	16	2,610	18	2,172	28	2,680
25. West Virginia.....	479	1	325	2	513	1	250	1	567	2	355
26. Wisconsin.....	622	2	800	20	658	3	630	21	662	2	665
<b>V—Gulf Southwest</b> .....											
27. Arkansas.....	292	2	116	20	298	3	365	17	298	3	655
28. Louisiana.....	491	25	1,234	31	441	27	1,360	25	305	25	2,174
29. Mississippi.....	93	.....	1,800	9	98	.....	3,100	8	106	1	3,125
30. Missouri.....	778	4	100	21	789	3	110	15	939	3	115
31. Oklahoma.....	426	.....	1,025	2	435	.....	1,200	2	450	.....	1,176
32. Tennessee.....	487	14	594	.....	479	14	650	21	467	15	675
33. Texas.....	954	12	565	14	1,268	15	880	14	1,206	8	686
<b>VI—Central Northwest</b> .....											
34. Minnesota.....	571	2	1,000	12	462	2	1,350	10	426	4	1,360
35. Montana.....	89	54	350	14	88	50	375	1	96	61	350
36. North Dakota.....	71	.....	750	2	167	.....	800	1	56	.....	825
37. South Dakota.....	100	10	300	2	102	10	241	1	178	12	250
<b>VII—West Mid-Continent</b> .....											
38. Colorado.....	569	170	517	15	559	175	542	13	690	200	560
39. Kansas.....	413	.....	415	4	311	.....	430	3	325	.....	500
40. Nebraska.....	193	.....	275	4	235	.....	295	2	219	.....	300
41. Wyoming.....	62	325	200	1	62	325	314	.....	108	373	419
<b>VIII—Pacific Southwest</b> .....											
42. Arizona.....	278	.....	250	9	181	.....	275	7	223	6	286
43. California.....	2,319	260	1,625	67	2,436	265	1,660	60	2,608	275	1,669
44. Nevada.....	132	.....	65	1	201	.....	88	1	100	.....	105
45. New Mexico.....	145	.....	210	.....	150	.....	225	1	160	2	260
46. Utah.....	222	37	253	16	194	36	275	11	184	62	280
<b>IX—Pacific Northwest</b> .....											
47. Idaho.....	113	.....	275	4	123	.....	250	3	133	.....	375
48. Oregon.....	844	1	175	3	702	1	175	3	438	8	200
49. Washington.....	729	42	1,144	18	786	45	992	16	747	59	995

# 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
<b>General total</b> .....	<b>38,918</b>	<b>2,088</b>	<b>48,776</b>	<b>977</b>	<b>40,806</b>	<b>2,107</b>	<b>55,306</b>	<b>830</b>	<b>48,278</b>	<b>2,089</b>	<b>63,438</b>	
<b>NEW ENGLAND</b> .....												
New England.....	3,456	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	665	8,148	
Southwest.....	2,614	82	11,221	146	2,557	66	11,872	131	2,456	66	12,810	
Midwest.....	9,095	107	12,777	354	9,082	121	16,160	349	8,637	120	13,325	
Quilt Southwest.....	3,596	49	9,474	53	4,006	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	1,199	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	2,258	42	1,396	55	2,283	40	1,367	55	2,425	
<b>NEW ENGLAND</b> .....												
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	106		385	5	110	
6. Vermont.....	214	1	125	17	207	1	127		199	1	200	
<b>CENTRAL ATLANTIC</b> .....												
1. District of Columbia.....	256	65	13	10	296	60	12		320	65	15	
2. Delaware.....	66		145		59		200		29		208	
3. Maryland.....	635	6	665	3	635	15	771		442	16	825	
4. New Jersey.....	5,268	31	1,250	65	5,729	30	1,255		5,597	30	1,500	
5. New York (outside city).....	2,126	65	700	55	2,067	60	705		2,187	56	4,000	
6. New York City.....	1,423	450		24	1,772	475			1,750	450		
7. Pennsylvania.....	2,830	85	1,005	14	4,150	90	1,015		4,029	90	1,600	
<b>SOUTHWEST</b> .....												
1. Alabama.....	245		2,198	11	249	2	2,200		253	2	2,250	
2. Florida.....	427	62	1,130	100	414	50	1,150		401	50	700	
3. Georgia.....	361	6	1,205	8	461	5	1,400		460	5	2,320	
4. North Carolina.....	530	2	4,045	16	475	2	3,960		470	2	4,240	
5. South Carolina.....	195	6	1,238	5	144	2	1,669		142	2	1,700	
6. Virginia.....	856	6	1,405	6	814	5	1,483		730	5	1,600	
<b>MIDWEST</b> .....												
1. Illinois.....	1,786	42	300	268	1,768	46	275		1,455	40	100	
2. Indiana.....	1,005	6	6,125	16	1,000	8	6,372		1,037	5	6,500	
3. Iowa.....	355	5	1,600	12	310	5	2,411		317	5	1,800	
4. Kentucky.....	645		155	8	645		155		622		400	
5. Michigan.....	1,883	20	862	20	1,878	25	865		1,825	25	850	
6. Ohio.....	2,236	30	2,700	16	2,273	35	5,020		2,285	35	5,500	
7. West Virginia.....	573	2	390	4	570	5	362		520	5	475	
8. Wisconsin.....	612	2	675	19	591	6	700		475	5	700	
<b>QUILT SOUTHWEST</b> .....												
1. Arkansas.....	323	2	1,210	1	318	5	1,220		229	5	1,290	
2. Louisiana.....	330	15	2,383	12	366	15	2,335		287	15	2,325	
3. Mississippi.....	119	1	3,130	7	118	1	2,800		109	1	4,000	
4. Missouri.....	691	6	120	14	958	5	125		1,037	5	388	
5. Oklahoma.....	475		1,200	2	485	5	1,480		488	5	1,762	
6. Tennessee.....	435	12	726	6	453	12	825		310	12	900	
7. Texas.....	1,223	13	725	11	1,307	15	725		1,114	16	2,200	
<b>CENTRAL NORTHWEST</b> .....												
1. Minnesota.....	441	5	1,523	12	478	5	1,530		448	5	1,700	
2. Montana.....	104	60	355	5	103	60	360		126	60	350	
3. North Dakota.....	59		526	1	50		526		37		550	
4. South Dakota.....	188	12	175	1	178	12	176		159	12	300	
<b>WEST MID-CENTRINT</b> .....												
1. Colorado.....	895	180	565	12	300	175	570		625	175	575	
2. Kansas.....	365		510	3	350		494		350		500	
3. Nebraska.....	343		325	2	450		415		457		250	
4. Wyoming.....	97	294	479		89	295	440		91	295	475	
<b>PACIFIC SOUTHWEST</b> .....												
1. Arizona.....	392	37	290	6	378	36	290		506	35	500	
2. California.....	2,780	250	1,665	54	2,719	250	1,670		2,815	250	2,100	
3. Nevada.....	47		110	1	43		112		53		125	
4. New Mexico.....	177	2	265	2	162	4	430		162	4	430	
5. Utah.....	204	85	350	9	177	85	383		161	85	275	
<b>PACIFIC NORTHWEST</b> .....												
1. Idaho.....	189		380	6	157		385		159		375	
2. Oregon.....	587	5	300	18	541	5	300		552	5	350	
3. Washington.....	706	59	1,578	18	688	50	1,578		701	5	1,700	

NOT COUNTED BY STATES FOR 1932

NOT COUNTED FOR 1931

\* Approximately 4,000 school buses in 1931 census, 7,000 in 1932 census and 4,000 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 Co.	No. of Buses	Miles of Routes	No. of Co.	No. of Buses	Miles of Routes	No. of Co.	No. of Buses	Miles of Routes	No. of Co.	No. of Buses	Miles of Routes
<b>Census total</b> .....	<b>4,988</b>	<b>29,861</b>	<b>355,029</b>	<b>231</b>	<b>11,541</b>	<b>17,293</b>	<b>88</b>	<b>1,248</b>	<b>28,838</b>	<b>5,164</b>	<b>42,349</b>	<b>597,830</b>
<b>New England</b> .....	449	2,417	19,932	15	1,237	2,068	4	323	4,370	498	3,977	25,370
Central Atlantic.....	1,055	10,259	42,432	54	4,686	6,535	7	102	1,336	1,756	15,049	49,803
Southeast.....	394	1,936	20,202	19	559	558	12	37	722	425	3,222	20,482
Midwest.....	958	5,825	69,963	72	2,839	5,430	8	93	2,607	1,088	8,767	78,000
Gulf Southwest.....	388	2,501	65,039	33	958	1,592	3	271	6,468	429	2,730	73,095
Central Northwest.....	92	695	17,947	4	125	302	2	7	284	96	827	18,433
West Mid-Continent.....	202	1,419	25,125	7	226	227	2	848	9,170	212	1,968	34,522
Pacific Southwest.....	484	3,407	65,264	19	622	788	7	42	887	810	4,071	86,639
Pacific Northwest.....	206	1,102	21,126	8	287	768	3	33	206	217	1,422	22,069
<b>I—New England</b> .....												
1. Connecticut.....	67	521	2,635	1	255	649				68	776	3,284
2. Maine.....	34	126	1,052	1	4	25			191	26	138	1,278
3. Massachusetts.....	213	1,184	11,164	12	846	1,182	1	8	310	227	2,340	18,350
4. New Hampshire.....	34	133	1,003							34	133	1,003
5. Rhode Island.....	42	253	1,323	1	132	302	1	5	78	44	290	1,600
6. Vermont.....	59	300	1,756							60	300	1,756
<b>II—Central Atlantic</b> .....												
7. District of Columbia.....	1	4	38	1	25	52				2	29	90
8. Delaware.....	17	103	1,254	2	182	238				19	275	1,517
9. Maryland.....	68	309	4,206	2	148	130				71	457	5,438
10. New Jersey.....	672	2,158	8,452	5	2,462	2,639	1	7	185	678	6,627	8,276
11. New York (outside city).....	271	1,784	9,078	13	455	781	2	3	28	296	2,242	10,340
New York City.....	119	1,717	3,723	3	483	222				122	3,300	3,946
12. Pennsylvania.....	547	3,094	17,379	27	923	1,498	4	62	1,112	478	4,119	19,790
<b>III—Southeast</b> .....												
13. Alabama.....	97	237	5,119	2	17	18	1	1	10	100	255	5,147
14. Florida.....	45	359	6,991	4	88	72	1	4	87	60	461	7,150
15. Georgia.....	87	352	3,151	2	100	181	6	13	553	94	465	3,335
16. North Carolina.....	50	423	5,748	3	25	48	2	4	49	55	472	5,845
17. South Carolina.....	31	130	3,937	2	12	13	2	2	8	35	144	3,955
18. Virginia.....	84	425	4,256	6	307	276	1	3	18	91	728	4,589
<b>IV—Midwest</b> .....												
19. Illinois.....	81	1,016	10,327	16	420	744	7	69	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	7,980
22. Kentucky.....	130	544	7,007	2	79	108				132	623	7,115
23. Michigan.....	163	926	14,049	4	924	1,251				167	1,850	15,300
24. Ohio.....	253	1,992	14,514	16	628	836				269	2,320	18,350
25. West Virginia.....	67	535	4,277	5	56	122	1	24	800	63	628	5,200
26. Wisconsin.....	59	176	4,264	9	304	1,506				68	480	5,870
<b>V—Gulf Southwest</b> .....												
27. Arkansas.....	47	216	2,955	2	14	18	2	4	96	51	234	3,097
28. Louisiana.....	72	342	6,143	2	80	87				75	462	6,190
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	60	1,042	14,993
31. Oklahoma.....	21	324	7,845	4	167	271				25	491	8,116
32. Tennessee.....	55	222	4,863	4	81	290	2	18	247	61	322	5,500
33. Texas.....	126	693	21,266	12	322	594	2	53	2,110	149	1,129	23,999
<b>VI—Central Northwest</b> .....												
34. Minnesota.....	20	332	10,807	2	117	189	1	4	204	22	453	11,000
35. Montana.....	27	183	2,657				2	3	80	29	186	2,737
36. North Dakota.....	16	29	1,715	2	8	12				18	37	1,728
37. South Dakota.....	29	151	2,970							29	151	2,970
<b>VII—West Mid-Continent</b> .....												
38. Colorado.....	113	712	6,636	1	40	50	2	48	870	116	900	7,556
39. Kansas.....	27	220	6,916	4	121	114				31	350	8,739
40. Nebraska.....	26	92	1,337	2	65	68	1	200	6,200	29	457	10,000
41. Wyoming.....	36	386	6,237							36	386	6,227
<b>VIII—Pacific Southwest</b> .....												
42. Arizona.....	39	520	7,278	2	11	17				40	541	7,295
43. California.....	252	2,468	50,594	14	589	681	5	8	35	271	3,065	51,210
44. Nevada.....	7	19	1,201				2	24	552	9	53	1,753
45. New Mexico.....	53	166	2,317							53	166	2,317
46. Utah.....	24	224	3,674	2	22	90				27	246	3,964
<b>IX—Pacific Northwest</b> .....												
47. Idaho.....	50	159	4,512							50	159	4,512
48. Oregon.....	57	470	9,688	1	54	47	2	23	209	61	557	9,944
49. Washington.....	99	473	6,826	7	223	715				106	708	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 Intrastate Operations			GROUP 3 Interstate Operations			GROUP 4 Sightseeing and For Hire Operations			Total of Groups 1 and 2 Intrastate 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
856	16,257	13,799	3,376	20,342	247,649	490	4,880	115,927	330	2,068	20,555	4,334	35,898	260,448
63	1,470	2,110	309	1,826	13,592	82	527	6,328	14	154	3,240	372	3,296	15,702
556	6,755	5,003	951	5,819	25,925	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	2,278	26,062
149	3,553	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	3,236	63,365
18	146	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
38	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
31	303	744	34	268	1,440	11	90	1,000	25	100	55	661	2,194	
1	1	1	20	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	2,090	10,350
7	32	65	23	77	335	3	19	103	1	5	500	20	109	400
4	141	217	8	69	343	30	185	1,000	1	5	40	12	200	560
3	26	36	40	108	1,294	15	68	425	1	1	43	131	1,330	
3	245	342	3	35	278	3	40	400	11	55	500	2	29	90
3	147	845	55	270	3,968	10	25	1,000	3	15	125	58	417	4,313
447	2,929	1,730	174	1,310	4,046	47	1,358	2,000	10	30	500	621	4,239	5,776
45	902	1,147	222	1,178	7,550	9	107	1,000	10	55	350	267	2,090	8,667
15	1,623	1,445	495	3,000	10,000	14	125	2,500	93	450	1,000	15	1,625	445
43	904	990	495	3,000	10,000	20	125	8,000	20	90	1,000	538	3,904	10,990
5	38	37	90	200	4,500	4	25	600	1	2	10	95	228	4,537
12	191	200	31	200	6,000	2	10	200	5	50	750	43	391	6,200
5	110	135	80	325	3,100	7	25	500	2	5	100	86	436	3,235
7	120	120	35	275	4,500	12	75	1,200	1	3	25	42	395	4,620
3	22	45	30	110	3,500	1	10	400	1	2	10	23	132	3,545
8	295	325	73	400	3,700	8	35	500	3	5	125	81	695	3,925
31	1,008	725	61	370	7,643	7	80	3,000	5	40	1,500	92	1,375	8,368
18	287	357	115	600	6,000	62	150	2,000	2	5	50	133	897	6,357
13	180	180	17	107	5,000	5	50	2,750	2	5	50	30	267	5,180
5	88	115	113	500	6,000	15	85	1,000	2	5	50	118	598	6,116
22	775	500	120	950	10,000	20	100	4,500	5	25	300	142	1,725	10,500
44	950	850	200	1,200	11,000	30	135	3,000	5	25	500	244	2,150	11,850
4	45	95	54	425	4,100	3	150	1,000	2	5	5	58	470	4,195
12	245	220	45	150	4,600	10	80	1,000	1	5	50	57	395	4,820
3	15	17	46	206	2,800	1	5	150	1	5	100	49	221	2,817
5	88	80	66	294	5,650	2	5	200	2	15	250	71	382	5,730
3	45	75	9	59	790	4	5	500	1	1	5	12	104	865
9	434	297	30	243	10,696	10	390	3,800	1	5	100	39	677	10,998
10	175	202	16	296	5,914	7	15	2,000	2	5	75	26	471	6,116
4	77	155	52	214	4,770	3	19	500	2	12	75	56	291	4,925
13	391	419	113	699	31,500	12	24	2,000	2	15	50	126	1,000	31,919
5	86	70	10	296	6,730	2	66	4,000	3	5	200	18	383	6,800
5	34	98	22	90	3,189	1	2	275	1	60	175	27	124	2,287
3	7	20	12	21	1,476	3	9	230	1	12	175	15	28	1,496
2	18	26	24	113	2,519	3	8	250	1	12	175	26	131	2,545
6	60	55	27	490	2,500	8	75	2,000	75	175	3,000	23	550	2,555
8	129	120	19	146	6,110	4	75	2,500	.....	.....	.....	27	275	6,230
5	77	67	22	130	3,753	2	250	6,200	.....	.....	.....	27	207	3,800
2	14	25	10	55	5,858	14	23	1,969	1	268	385	21	60	5,963
4	34	45	28	457	4,400	5	25	2,500	3	35	350	32	491	4,445
31	740	810	300	1,825	12,000	15	250	36,000	25	250	2,500	331	2,565	12,810
1	3	8	6	45	1,500	2	5	250	.....	.....	.....	7	48	1,503
1	10	17	50	150	1,500	1	2	300	1	4	500	51	180	1,517
1	13	39	30	125	2,500	1	23	425	5	85	1,000	31	138	2,539
2	9	12	40	125	3,500	8	25	1,000	.....	.....	.....	42	134	3,512
4	87	90	44	365	5,354	10	100	4,000	3	5	500	48	453	5,444
17	175	140	70	441	4,500	13	60	2,000	6	5	1,000	87	616	4,640

# 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 Routes	Children Carried Daily	Cost of Service
<b>Census total</b> .....	<b>21,220</b>	<b>63,438</b>	<b>641,618</b>	<b>2,121,999</b>	<b>\$48,798,730</b>
<b>I. New England</b> .....	<b>1,195</b>	<b>2,735</b>	<b>18,250</b>	<b>68,670</b>	<b>2,880,000</b>
I. Central Atlantic.....	2,489	8,148	84,598	234,739	7,188,000
<b>III. Southeast</b> .....	<b>4,520</b>	<b>12,810</b>	<b>126,120</b>	<b>430,000</b>	<b>7,823,000</b>
IV. Mid West.....	4,240	16,325	180,000	489,800	12,006,000
V. Gulf Southwest.....	4,057	12,866	152,650	462,990	8,481,730
VI. Central Northwest.....	900	3,900	26,750	66,760	2,318,000
<b>VII. West Mid-Continent</b> .....	<b>600</b>	<b>1,800</b>	<b>24,000</b>	<b>43,250</b>	<b>2,228,000</b>
<b>VIII. Pacific Southwest</b> .....	<b>1,150</b>	<b>3,430</b>	<b>34,750</b>	<b>142,300</b>	<b>2,790,000</b>
<b>IX. Pacific Northwest</b> .....	<b>1,015</b>	<b>3,428</b>	<b>26,500</b>	<b>78,800</b>	<b>2,060,000</b>
<b>I—New England</b>					
1. Connecticut.....	250	500	3,000	14,000	575,000
2. Maine.....	100	500	4,000	12,800	578,000
3. Massachusetts.....	450	1,200	6,500	80,000	1,080,000
4. New Hampshire.....	135	225	1,500	8,670	260,000
5. Rhode Island.....	110	110	850	3,500	150,000
6. Vermont.....	150	300	2,400	6,000	260,000
<b>II—Central Atlantic</b>					
7. District of Columbia.....	55	205	2,500	7,500	220,000
8. Delaware.....	4	15	98	238	20,000
9. Maryland.....	275	925	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	20,000	68,000	2,750,000
12. Pennsylvania.....	650	1,600	4,000	60,000	1,600,000
<b>III—Southeast</b>					
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	1,160,000
16. North Carolina.....	1,170	4,240	58,870	200,000	2,178,000
17. South Carolina.....	700	1,700	20,000	48,000	950,000
18. Virginia.....	750	1,600	8,000	80,000	1,100,000
<b>IV—Mid-West</b>					
19. Illinois.....	85	100	900	6,000	100,000
20. Indiana.....	1,000	6,500	66,000	190,000	4,000,000
21. Iowa.....	400	1,800	14,400	42,500	1,100,000
22. Kentucky.....	175	400	2,600	12,000	280,000
23. Michigan.....	325	850	5,100	26,000	690,000
24. Ohio.....	1,250	5,800	78,000	170,000	4,750,000
25. West Virginia.....	408	475	6,000	30,000	550,000
26. Wisconsin.....	600	700	6,000	14,000	375,000
<b>V—Gulf Southwest</b>					
27. Arkansas.....	514	1,290	12,650	51,000	608,700
28. Louisiana.....	1,150	2,325	23,500	85,000	1,850,000
29. Mississippi.....	900	4,000	26,000	120,000	2,000,000
30. Missouri.....	185	388	2,500	13,990	305,030
31. Oklahoma.....	508	1,762	24,000	70,000	1,120,000
32. Tennessee.....	300	900	16,000	25,000	600,000
33. Texas.....	500	2,200	33,000	98,000	2,000,000
<b>VI—Central Northwest</b>					
34. Minnesota.....	400	1,700	11,000	38,000	1,140,000
35. Montana.....	100	250	4,250	7,000	225,000
36. North Dakota.....	360	550	8,000	16,000	750,000
37. South Dakota.....	100	300	2,500	5,750	200,000
<b>VII—West Mid-Continent</b>					
38. Colorado.....	170	575	5,200	17,000	650,000
39. Kansas.....	250	500	7,500	7,000	500,000
40. Nebraska.....	100	250	2,300	8,250	225,000
41. Wyoming.....	140	475	9,000	10,000	450,000
<b>VIII—Pacific Southwest</b>					
42. Arizona.....	70	500	6,000	7,500	300,000
43. California.....	780	2,100	18,000	100,000	2,750,000
44. Nevada.....	20	125	2,000	4,000	85,000
45. New Mexico.....	240	430	8,250	10,800	408,000
46. Utah.....	50	275	3,500	20,000	250,000
<b>IX—Pacific Northwest</b>					
47. Idaho.....	65	275	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†

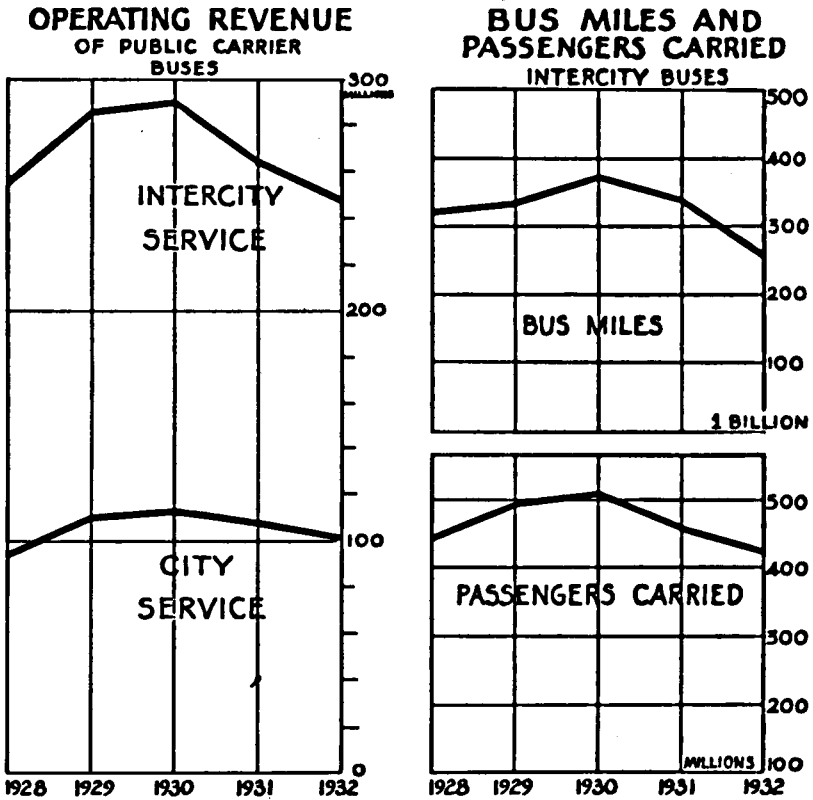
AMERICA*		ASIA*	
Barbados.....	106	British Malaya.....	1,617
Bolivia.....	175	Ceylon.....	2,850
British Guiana.....	158	French Indo-China.....	2,300
Canada.....	1,665	Hong Kong.....	175
Costa Rica.....	97	Netherlands East Indies.....	4,049
Ecuador.....	715	Palestine.....	728
Mexico.....	6,283	Siam.....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

† From AUTOMOTIVE INDUSTRIES, February 25, 1933.

\* Figures for unlisted territories not available.



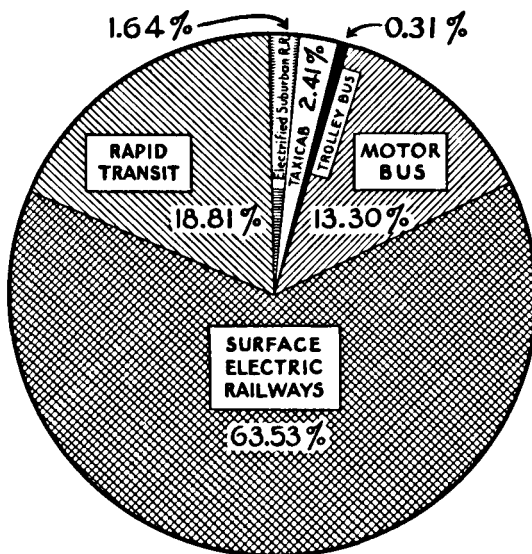
# 1932 Business Decrease Approximately 6 Per Cent



## 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 (Cental)
City buses.....	\$101,400,000	527,000,000	1,314,000,000	7.7	19.3
Intercity buses.....	247,400,000	1,270,000,000	422,000,000	58.6	19.5
<b>Total or average for common carriers.....</b>	<b>\$348,800,000</b>	<b>1,797,000,000</b>	<b>1,736,000,000</b>	<b>28.1</b>	<b>19.4</b>

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



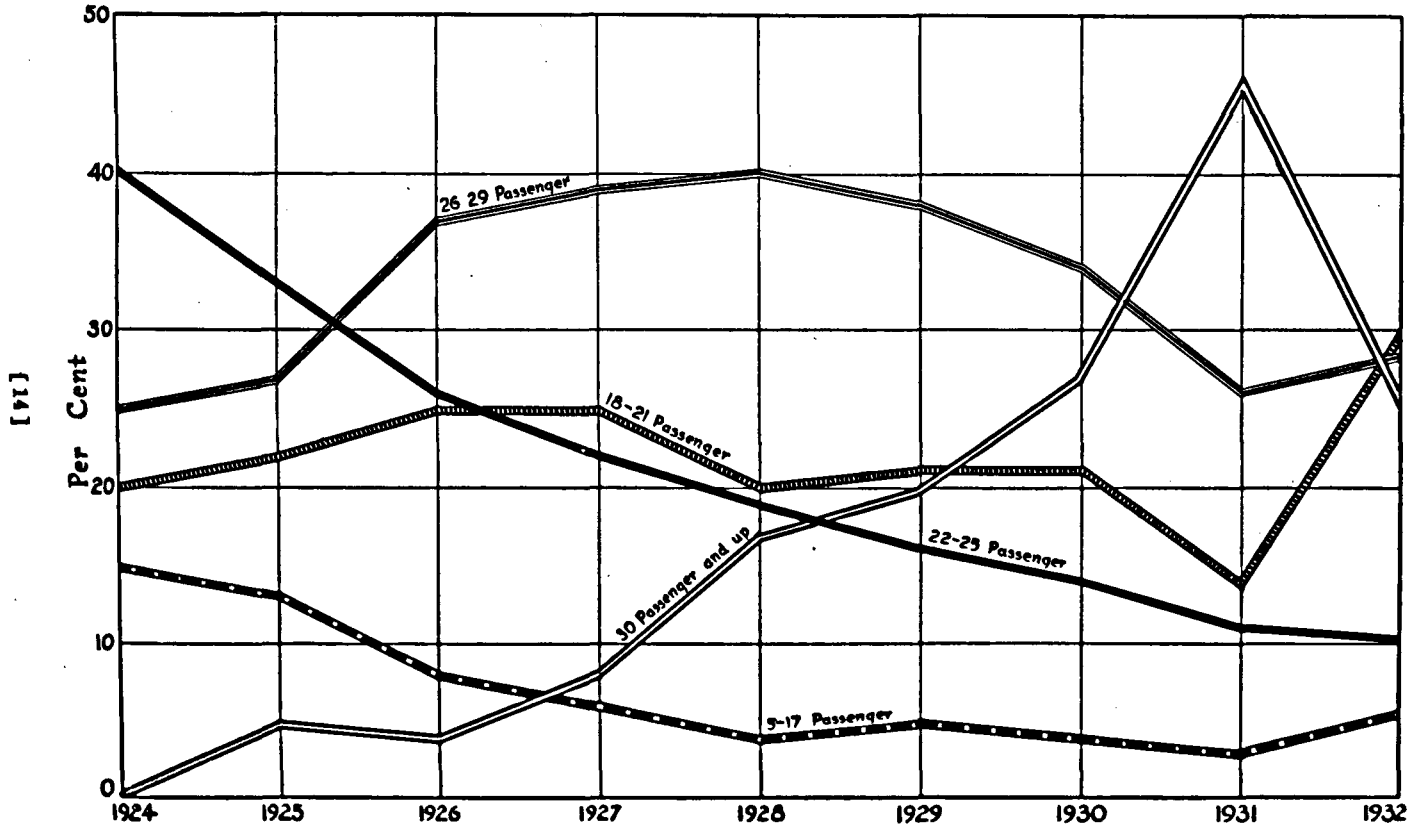
Percentage distribution of the 12,176,350,000 passengers handled by street cars, buses, rapid transit, suburban electric trains, taxicabs, and trolley buses during the year 1931.

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

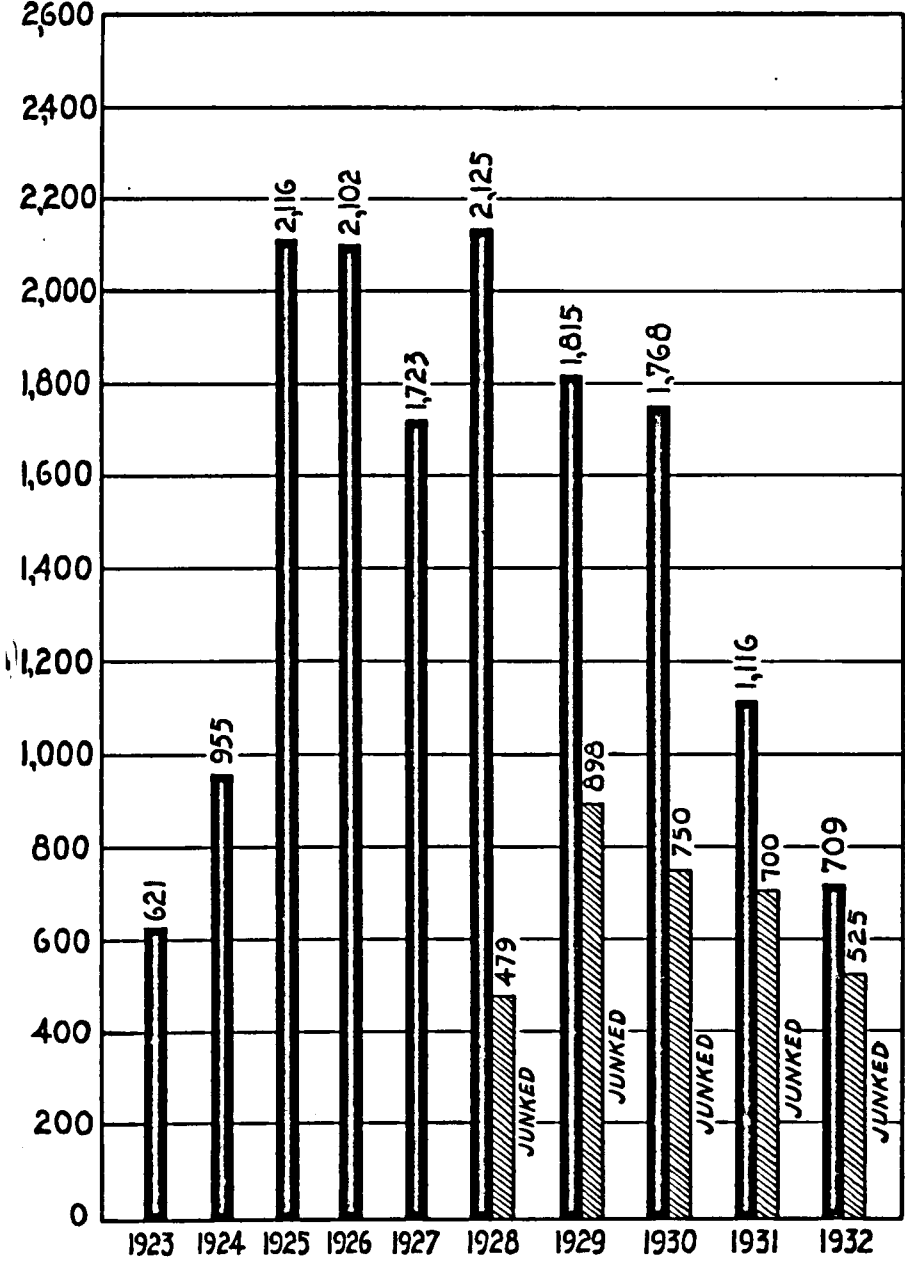
1921.....	18,795,000	1927.....	991,000,000
1922.....	40,447,000	1928.....	1,148,000,000
1923.....	92,471,000	1929.....	1,324,000,000
1924.....	225,000,000	1930.....	1,307,800,000
1925.....	520,000,000	1931.....	1,300,000,000
1926.....	845,000,000	1932 (estimated) ...	1,237,000,000

\* From AMERICAN TRANSIT ASSOCIATION and TRANSIT JOURNAL

# Transit Industry Coaches Sold by Capacities\*



# 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	....	8	1	1	1	3
6	6	....	1	3	2	....
7	22	27	33	28	17	10
8	5	1	1	....	3	....
9	....	....	2	....	....	....
10	1	1	3	....	....	3
11	4	6	10	12	13	5
12	29	18	32	16	10	13
13	....	....	....	....	....	....
14	40	25	29	43	29	6
15	49	35	133	143	165	128
16	139	91	107	133	108	93
17	81	84	157	82	69	103
18	92	187	156	95	37	26
19	135	73	89	96	54	69
20	86	131	109	114	97	128
21	1,160	1,363	1,682	1,911	1,870	1,827
22	111	100	80	50	48	56
23	38	63	155	195	144	218
24	94	133	118	108	91	70
25	1,098	1,247	1,270	1,218	1,154	974
26	19	56	98	183	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	508
34	....	....	19	17	18	20
35	....	27	21	60	82	113
36	....	1	61	80	107	111
37	1	18	101	302	255	307
38	....	....	20	65	245	308
39	1	4	22	116	121	307
40	5	109	344	396	480	266
41	....	....	3	14	14	683
42	....	....	....	5	14	14
43	....	....	....	....	....	5
44	....	....	....	....	....	80
Total	5,977	8,348	9,878	10,934	10,957	11,628

## Weighted Average Seating Capacity

25.2      26.4      26.6      27.3      27.9      28.4

## Double-Deck Buses

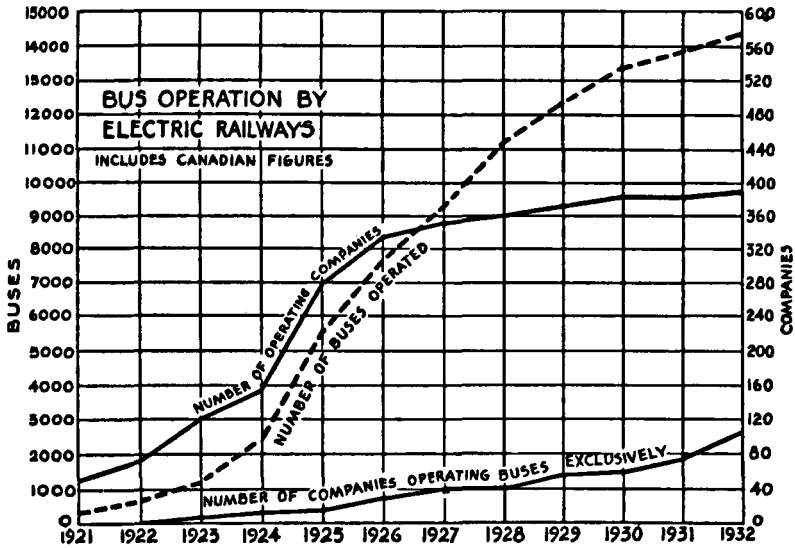
46	....	....	....	....	....	....
48	....	....	....	1	....	....
49	....	....	....	....	....	....
50	....	....	....	1	3	....
51	15	14	14	8	2	....
52	1	4	4	4	5	4
54	....	....	....	....	....	....
55	10	10	15	30	....	17
56	8	16	28	....	29	27
57	....	....	....	27	....	....
58	34	6	120	59	106	13
59	15	38	12	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	10
71	....	....	200	250	250	250
73	....	....	....	15	15	15
Total	483	463	519	657	667	500

## Weighted Average Seating Capacity

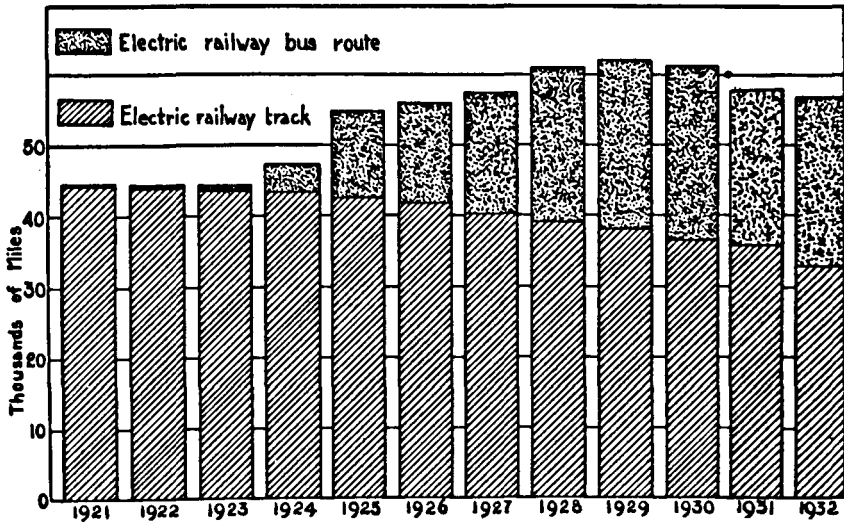
63.4      63.1      63.7      65.1      65.4      67.2

\* From AMERICAN TRANSIT ASSOCIATION.





## Electric Railway Bus Route and Railway Track Compared

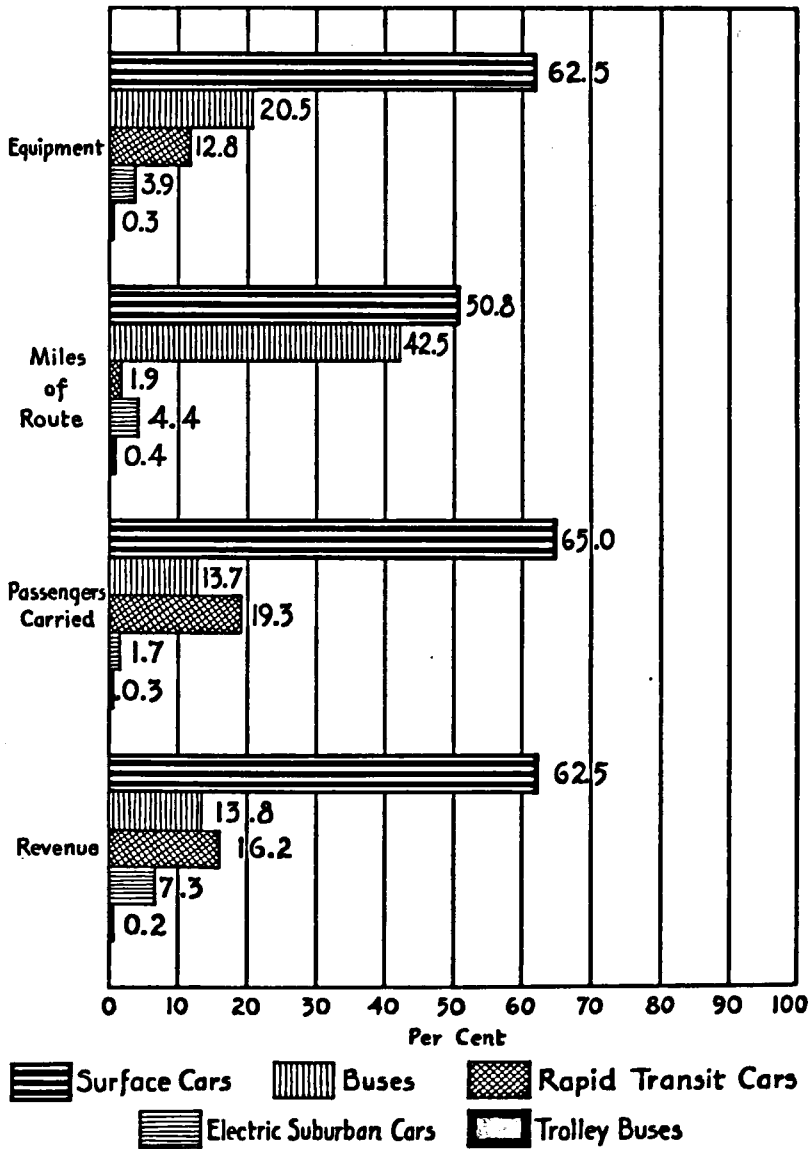


Electric Railway track and bus route mileage in the United States.  
Buses permit profitable extension of service.

From AMERICAN TRANSIT ASSOCIATION.

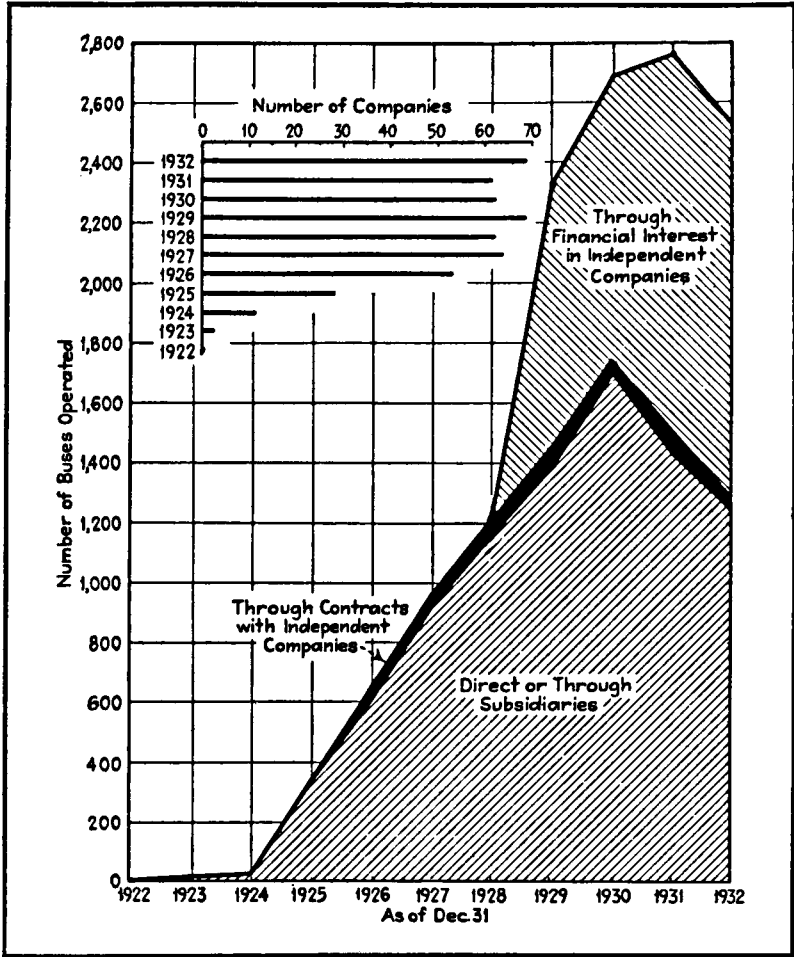
# Distribution of Transit Equipment, Route Mileage, Passengers and Revenue\*

(Taxicabs not included)



\* From AMERICAN TRANSIT ASSOCIATION.

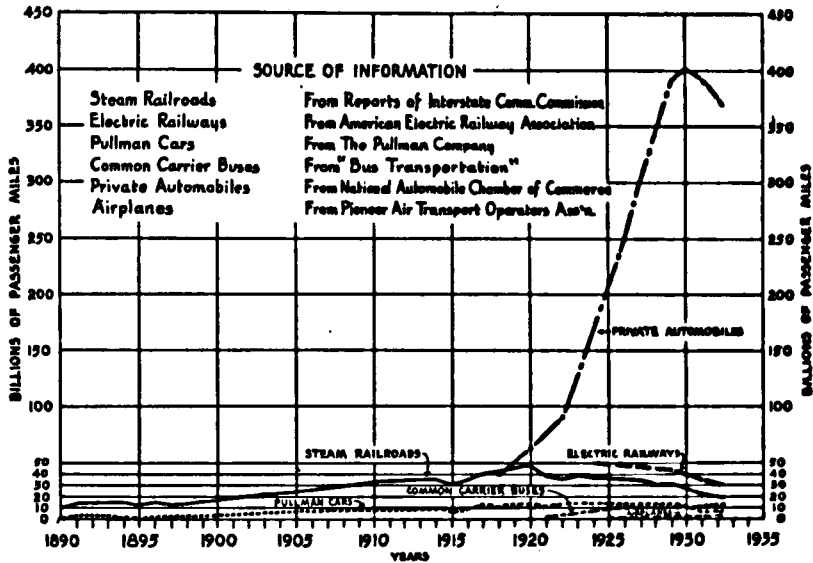
## Growth of Steam Railroad Bus Use\*



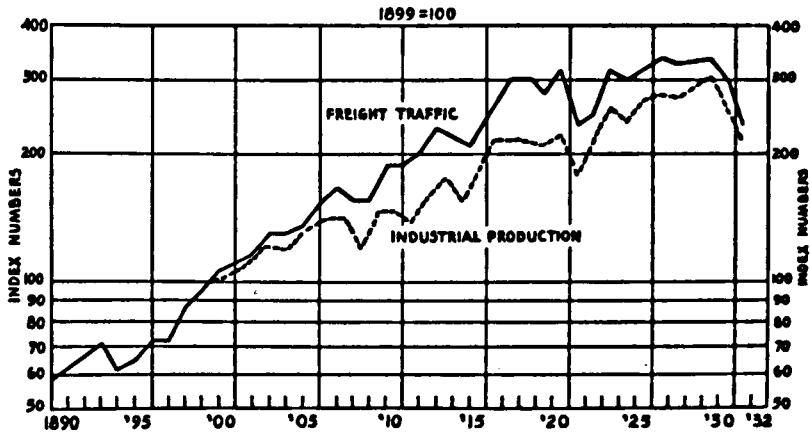
\* From BUS TRANSPORTATION

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

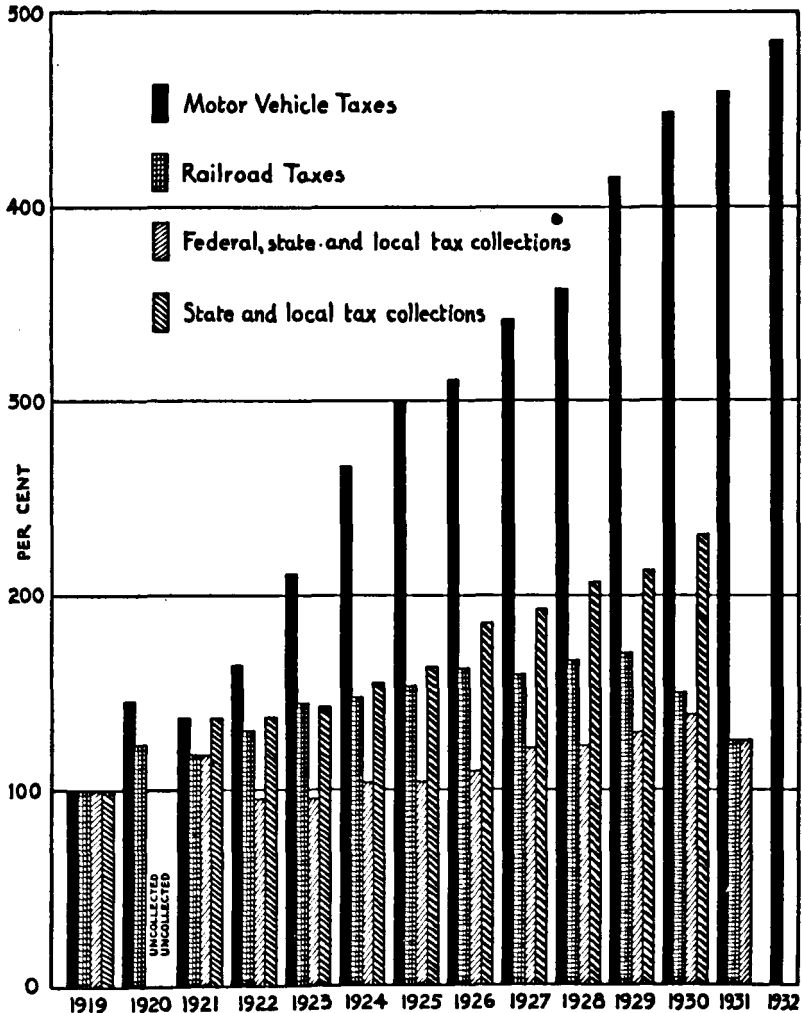


# Railroad Freight Traffic Compared with the Volume of Industrial Production



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	36.5
Total governments..	1,607,000,000	8.1
R. R. bonds and stocks.....	2,960,000,000	15.0
Public utility bonds and stocks.....	1,817,000,000	9.0
Policy loans.....	3,500,000,000	18.0
All other assets.....	2,223,000,000	11.0
Total 52 Reporting Companies.....	\$19,000,000,000	100
All Companies.....	\$20,750,000,000	

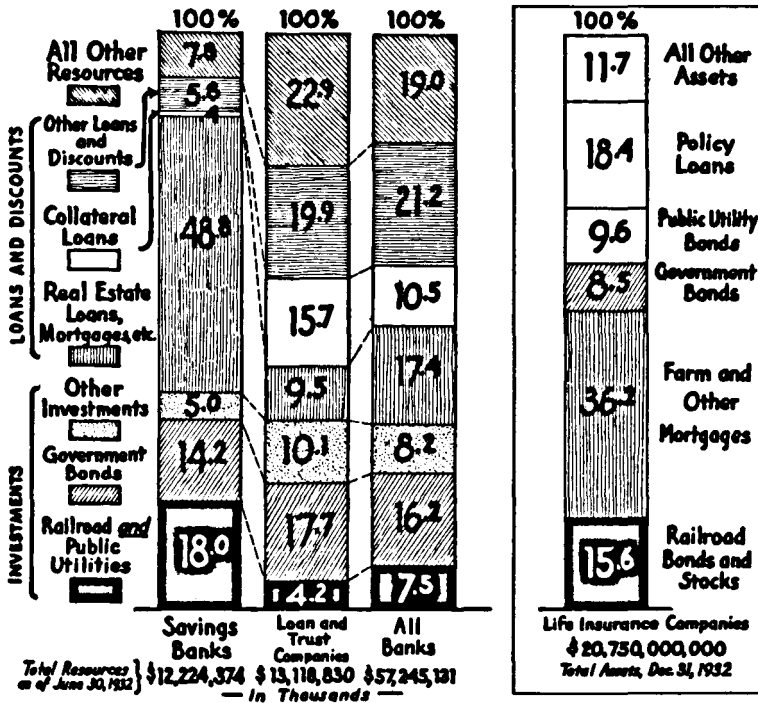
## Resources of Banks as of June 30, 1932

(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
<b>INVESTMENT</b>						
1. Railroad and other Public Service Bonds..	\$2,200,865,000	18.0	\$ 552,492,000	4.2	\$ 4,276,859,000	7.0
2. Federal, State and Municipal Bonds.....	1,733,062,000	14.2	2,324,381,000	17.7	9,257,333,000	16.0
3. All other Investments...	611,218,000	5.0	1,325,139,000	10.1	4,689,849,000	8.0
<b>LOANS AND DISCOUNTS</b>						
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	10.0
6. Other loans and dis- counts.....	714,909,000	5.8	2,611,011,000	19.9	12,121,939,000	21.0
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	75.89	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	528	\$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.

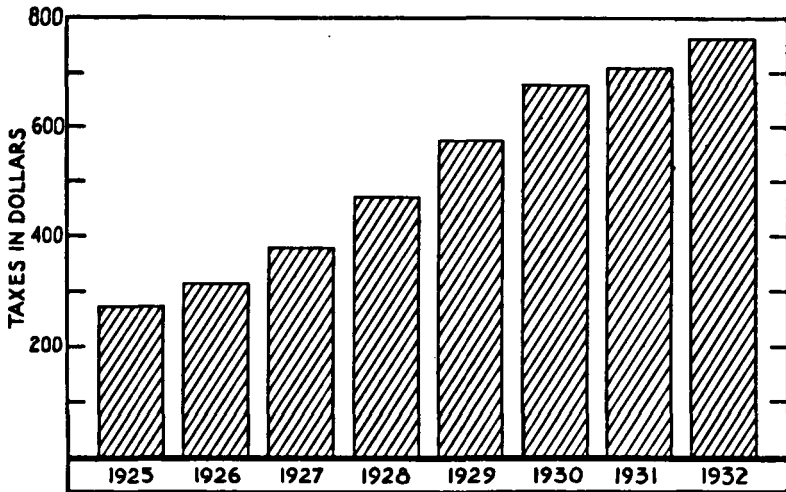
‡ As paid because of motor vehicle ownership and highway use.

§ Estimated.

\*\* From AMERICAN AUTOMOBILE ASSOCIATION.

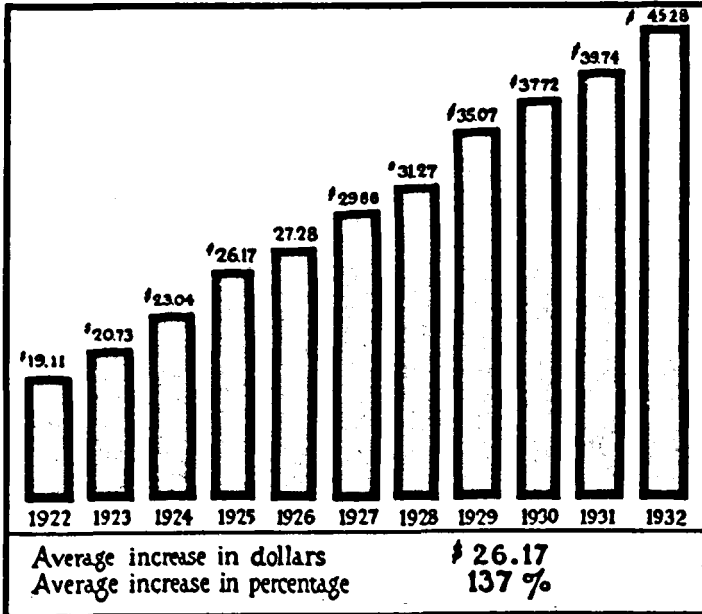


## Comparative Common Carrier Bus Special Tax Rates Since 1925



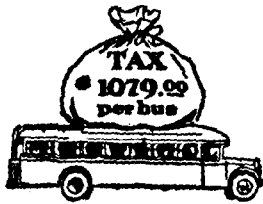
This comparative scale was obtained by applying the various tax laws to a given bus and taking the mean tax for all of the states. This was done because the average actual tax per bus is not indicative of changes in rate, the size and mileage characteristics of the bus having changed during the period. 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



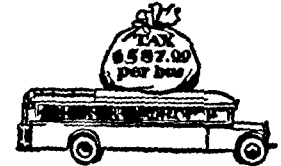
Inter-state



Intrastate



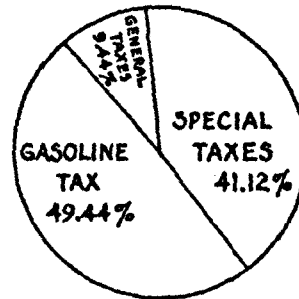
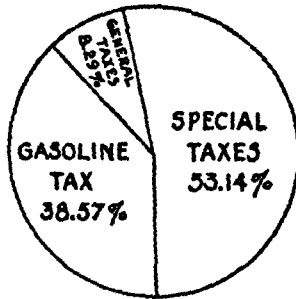
City and Suburban



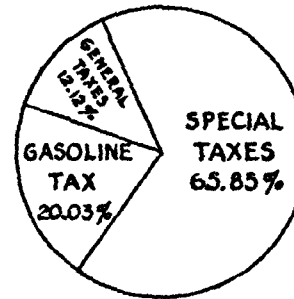
City

[ 28 ]

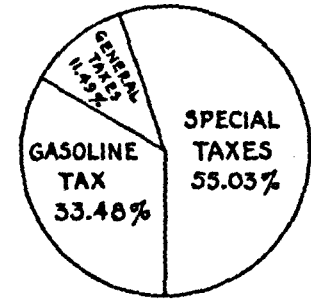
## Division of 1931 Bus Tax Dollar According to Type of Operation



Intrastate



City and Suburban



City

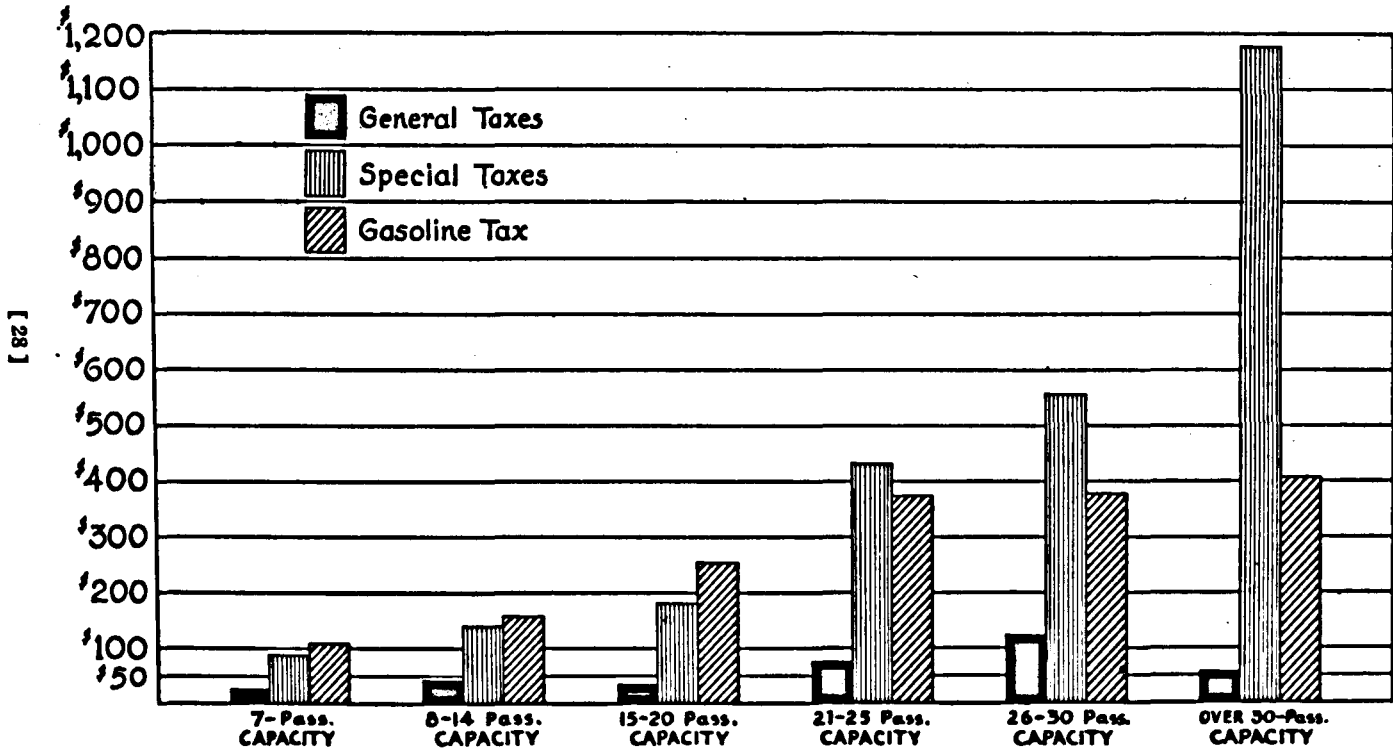
# How 1931 Motor Bus Taxes Varied According to Type of Operation

	Interstate Operation	Intrastate Operation	City and Suburban Operation	City Operation	Totals All types
Number of Buses.....	3,040	513	3,863	1,779	9,195
Total Seats.....	79,967	11,480	119,209	66,903	277,559
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	\$33,901,878.89	\$13,748,543.05	\$95,825,043.89
Total Operating Expense.....	\$38,724,324.88	\$3,592,019.52	\$28,917,507.64	\$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	\$50,079,060.79	\$14,544,589.54	\$104,782,499.58
General Taxes.....	\$272,028.76	\$26,639.19	\$283,749.08	\$178,078.90	\$760,495.93
Special Taxes.....	\$1,743,053.80	\$116,066.37	\$1,322,671.90	\$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	\$2,008,692.05	\$1,046,869.62	\$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	\$560.17	\$519.96	\$587.90	\$719.60
Tax Per Bus Mile.....	\$ 0.198	\$ 0.120	\$ 0.178	\$ 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	*3.55	*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	40.80	32.76	47.14
Tax in Per Cent of Net Income.....	151.78	209.19	67.60	48.72	89.20
General Taxes—Per Bus.....	\$89.49	\$51.93	\$78.45	\$100.10	\$63.70
In Per Cent of Total Taxes.....	8.29	9.44	12.13	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	65.88	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



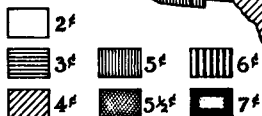
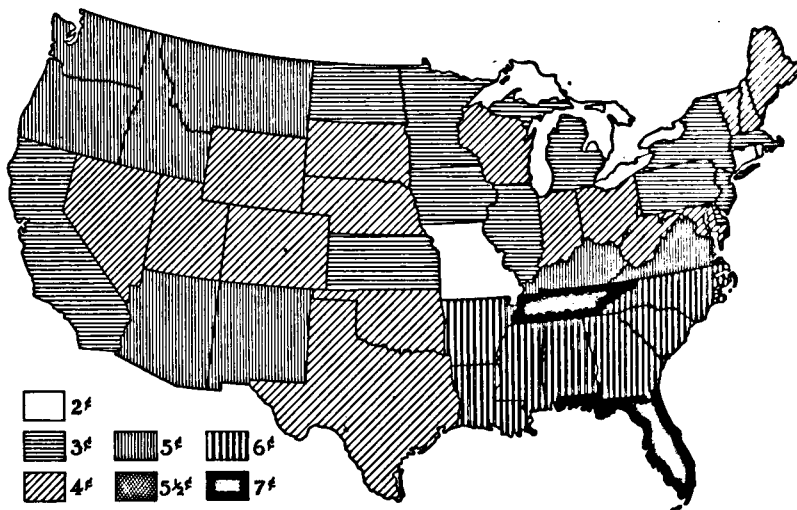
# How 1931 Intercity Bus Taxes Varied According to Capacity

	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	9,006,767	102,140,452	82,783,288	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.....	51,658	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	\$45,383,432.93
Net Operating Revenue.....	\$8,260.45	\$3,540.05	\$98,374.42	\$3,406,647.86	\$2,512,121.90	\$391,446.74	\$6,420,391.43
Total Investment (Less Depreciation).....	\$78,632.00	\$121,129.83	\$563,262.23	\$23,370,748.18	\$16,781,493.69	\$1,625,653.63	\$43,540,919.75
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.....	\$ 0.060	\$ 0.098	\$ 0.104	\$ 0.180	\$ 0.201	\$ 0.268	\$ 0.188
Tax Per Mile of Route.....	\$8.59	\$11.31	\$25.58	\$52.20	\$63.00	\$50.87	\$33.80
Tax in Per Cent of Investment.....	6.06	10.03	*16.60	*7.68	9.94	13.87	*8.80
Tax in Per Cent of Gross Revenue.....	7.51	7.59	6.20	6.87	8.89	10.67	7.41
Tax in Per Cent of Net Operating Revenue.....	57.71	399.47	95.03	54.06	66.88	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	38.76	49.13	52.89	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	38.70

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

# Status of the Gasoline Tax

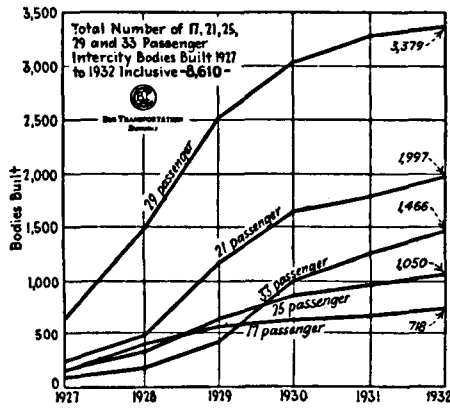
Map Shows Rate per Gallon in the Various States as of Jan. 1st



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

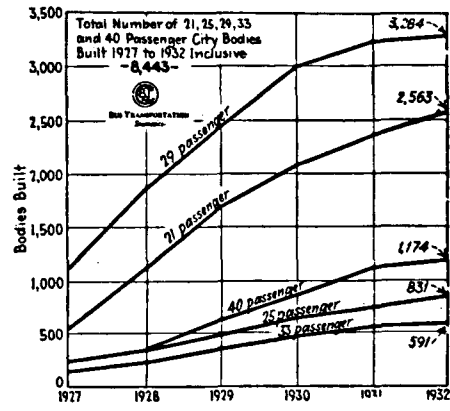
\* As of May 1st.

## Trends in Intercity and City Body Capacities



### Intercity Bodies

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



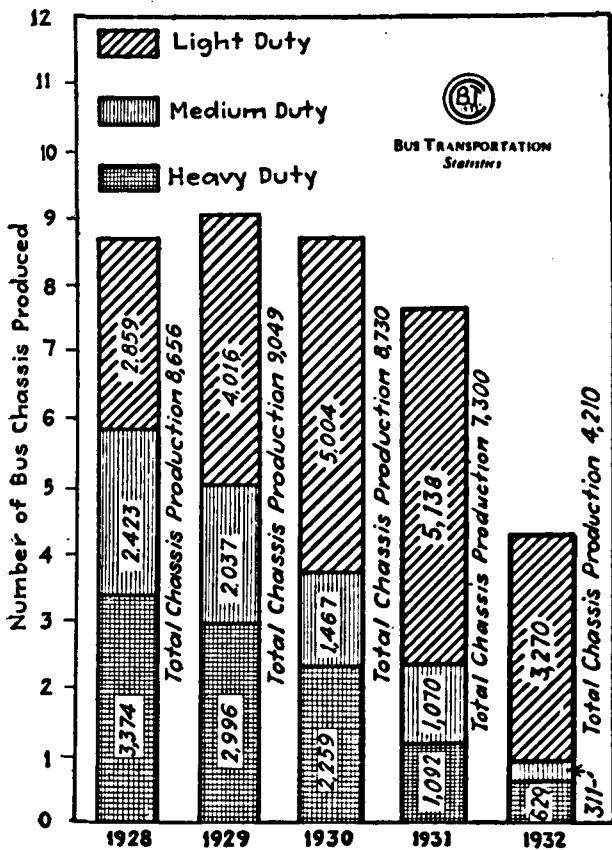
### City Bodies

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	65,464	5,084	184,948	26.5
1929 .....	2,337	69,240	6	349	43	990	2,385	70,569	3,031	77,188	5,417	147,757	27.2
1930 .....	2,007	60,005	110	7,066	49	1,129	2,166	68,189	2,513	64,487	4,679	132,676	28.1
1931 .....	1,480	44,035	.....	.....	57	1,281	1,537	46,316	1,169	31,018	2,706	76,334	28.2
1932 .....	716	18,918	.....	.....	34	773	760	19,668	743	19,922	1,463	39,678	26.5

# Trends in Chassis Production

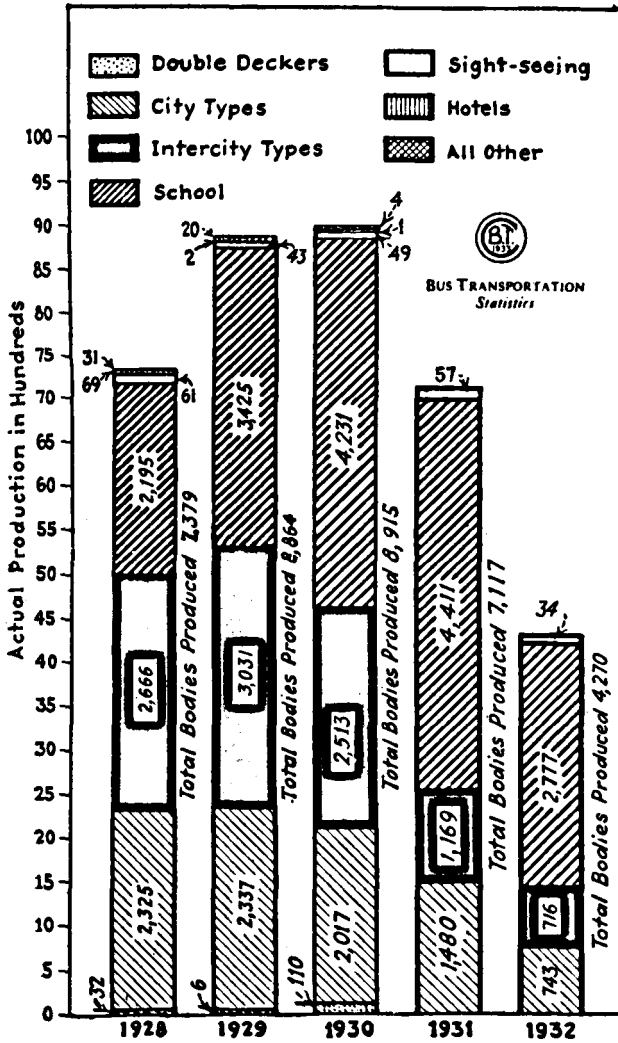


**Trend in Vehicle Production for Five Years 1928-1932**

Vehicle Type	Number Built				
	1932	1931	1930	1929	1928
<b>Light-duty:</b>					
Chassis only	8,003	4,731	4,498	8,480	1,992
Complete vehicles	267	407	508	538	867
<b>Total</b>	<b>8,270</b>	<b>5,138</b>	<b>5,004</b>	<b>4,016</b>	<b>2,859</b>
<b>Medium-duty:</b>					
Chassis only	92	520	1,078	1,620	1,958
Complete vehicles	219	550	389	417	465
<b>Total</b>	<b>311</b>	<b>1,070</b>	<b>1,467</b>	<b>2,037</b>	<b>2,423</b>
<b>Heavy-duty:</b>					
Chassis only	23	286	1,165	1,736	1,702
Complete vehicles	606	806	1,094	1,260	1,672
<b>Total</b>	<b>629</b>	<b>1,092</b>	<b>2,259</b>	<b>2,996</b>	<b>2,374</b>
<b>Total all types</b>	<b>4,210</b>	<b>7,300</b>	<b>8,730</b>	<b>9,049</b>	<b>8,656</b>



## Trends in Body Production



### Trend in Common Carrier Production for Five Years 1928-1932

Body Capacity and Type	Number Built				
	1928	1931	1930	1929	1928
City type, 22-passenger and over.....	413	1,194	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	846	422	618	624
Intercity type, 21-passenger or less.....	267	404	1,027	1,086	1,021
<b>Total.....</b>	<b>1,459</b>	<b>2,649</b>	<b>4,520</b>	<b>5,368</b>	<b>4,991</b>

# 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 over-all 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 .....	96	12-0	33	32,000	45
Arizona .....	96	14-6	33	32,000	35
Arkansas .....	96	14-6	33	22,000	35
California .....	96	13-6	33	22,000	45
	102 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	30,000	(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	...	20	20,000	35
New Jersey .....	96	12-6	33	(e) .....	..
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
Ohio .....	90	...	...	20,000	45
Oklahoma .....	96	11-0	35	49,000	45
Oregon .....	96	14-6	33	26,000	35
Pennsylvania .....	102	12-6	...	28,000	35
Rhode Island .....	90	12-6	33	20,000	45
South Carolina .....	96	12-6	50	20,000	40
South Dakota .....	96	...	...	20,000	..
Tennessee .....	96	12-6	35	7,000 (load)	40
Texas .....	96	14-0	33	26,000	45
Utah .....	96	12-0	...	24,000	25
Virginia .....	96	12-6	33	24,000	45
Washington .....	96	12-0	33	24,000	40
West Virginia .....	96	...	...	22,400 (axle)	45
Wisconsin .....	102 pneu.	...	33	(b) 19,000	..
Wyoming .....	96	12-6	40	30,000	35
District of Columbia ..	96	12-6	33	28,000	23

(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
<b>New England</b>			
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
<b>Central Atlantic</b>			
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
<b>Southeast</b>			
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
<b>Mid-West</b>			
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
<b>Gulf Southwest</b>			
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.....	1929 <sup>b</sup>
Texas.....	Railroad Commission	Austin.....	1927
<b>Central Northwest</b>			
Minnesota.....	Railroad & Whee. 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
<b>West Mid-Continent</b>			
Colorado.....	Public Utilities Comm.	Denver.....	1915
Kansas.....	Public Service Comm.	Topeka.....	1925
Nebraska.....	Railway Commission	Lincoln.....	1927
Wyoming.....	Public Service Comm.	Cheyenne.....	1925
<b>Pacific Southwest</b>			
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
<b>Pacific Northwest</b>			
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?	Inter-state 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?
<b>New England</b>												
Connecticut.....	Yes	No	No	Yes	90	No	18	No	25	Yes	No	No
Maine.....	Yes	No	No	Yes	21	No	18	No	24	Yes	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	28	No	No	No
Rhode Island.....	Yes	Yes	No	Yes	NS	No	21	Yes	28	Yes	Yes	No
Vermont.....	Yes	Yes	No	Yes	90	Yes	18	No	28	Yes	Yes	No
<b>Central Atlantic</b>												
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	28	Yes	No	No
<b>Southeast</b>												
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	No
Georgia.....	No	Yes	No	No	73	Yes	21	Yes	23	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	Yes	No
Virginia.....	No	Yes	No	No	60	No	NS	Yes	45	No	No	Yes
<b>Mid-West</b>												
Illinois.....	Yes	No	No	No	90	Yes	21	No	40	Yes	Yes	No
Indiana.....	Yes	Yes	No	No	90	Yes	21	Yes	30	Yes	Yes	No
Iowa.....	No	Yes	Yes	Yes	45	No	21	Yes	45	No	Yes	No
Kentucky.....	No	Yes	Yes	No	90	No	21	Yes	40	No	Yes	No
Michigan.....	No	Yes	Yes	Yes	Im.	Yes	21	Yes	40	No	No	Yes
Ohio.....	No	Yes	No	No	90	No	21	Yes	28	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
<b>Gulf Southwest</b>												
Arkansas.....	No	Yes	No	No	21	No	18	Yes	25	No	No	No
Louisiana.....	Yes	No	Yes	Yes	90	No	NS	Yes	45	No	No	No
Mississippi.....	No	No	No	No	NS	No	18	Yes	40	NS	Yes	No
Missouri.....	No	Yes	No	Yes	90	No	21	Yes	40	NS	Yes	Yes
Oklahoma.....	No	Yes	Yes	Yes	15*	Yes	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
<b>Central Northwest</b>												
Minnesota.....	Yes	Yes	No	Yes	90	No	21	No	45	No	No	Yes
Montana.....	Yes	Yes	Yes	Yes	90	No	18	Yes	NS	No	No	Yes
North Dakota.....	No	No	Yes	Yes	60	No	16	Yes	60	No	No	No
South Dakota.....	No	Yes	Yes	No	10†	No	15	No	40	No	No	No
<b>West Mid-Continent</b>												
Colorado.....	Yes	Yes	Yes	No	20	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	25	No	No	No
<b>Pacific Southwest</b>												
Arizona.....	Yes	Yes	No	No	20	Yes	18	Yes	25	No	No	No
California.....	No	No	No	Yes	60	Yes	18	Yes	45	No	No	No
Nevada.....	No	Yes	No	Yes	75	No	16	Yes	NS	No	No	No
New Mexico.....	No	Yes	Yes	Yes	20*	Yes	19	No	45	No	No	No
Utah.....	Yes	No	No	No	90	No	18	No	45	No	No	No
<b>Pacific Northwest</b>												
Idaho.....	No	Yes	No	Yes	Im.	No	21	Yes	25	No	No	No
Oregon.....	No	Yes	Yes	No	90	No	21	Yes	45	No	No	No
Washington.....	No	Yes	Yes	No	90	No	21	Yes	60	No	No	No

NS Not specified in law or rule.  
 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

Seating capacity of 16 or less	$\frac{1}{4}$ c
Seating capacity over 16 to 20	$\frac{1}{2}$ c
Seating capacity over 20 to 25	$\frac{3}{4}$ c
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 seat \_\_\_\_\_ 15.00  
 16-passenger capacity and over:  
 Per 100 lbs. gross weight \_\_\_\_\_ 2.00  
 Per Passenger seat \_\_\_\_\_ 20.00

*Special Taxes*

*per bus mile*

10 passenger capacity or less  $\frac{1}{2}$ c  
 11 to 20 passenger capacity  $\frac{3}{4}$ c  
 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,  $\frac{1}{8}$ c per bus mile; 11 to 20 passenger capacity,  $\frac{1}{4}$ c 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  $\frac{1}{2}$ c per mile and 1 $\frac{1}{2}$ c 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</i> <i>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</i> <i>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:

	<i>per mile</i>
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**

Up to 4,000 lbs. gross weight	<sup>per</sup> \$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 1/2c 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**

	<sup>per</sup>
	<sup>bus mile</sup>
7 passenger capacity or less	1/2c
8 to 12 passenger capacity	3/4c
13 to 18 passenger capacity	1c
19 to 25 passenger capacity	1 1/2c
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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