

STATISTICS OF RAILWAYS

ESSENTIAL FACTS SUMMARIZED

Advance Information From the Report of the Interstate Commerce Commission Showing the Facts and Figures From All Departments of the Railways of the United States For the Year Ending June 30th, 1927.

Washington, July 16.—The advance figures in this abstract are based on summaries of the essential statistical report of the interstate commerce commission, prepared by its statistician, as the complete report for the year ending June 30th, 1927, is not yet available.

MILEAGE. The report shows that on June 30, 1927, the total single-track railway mileage in the United States was 223,951.19 miles, or 5,588.02 miles more than at the end of the previous year.

Substantially complete returns were rendered to the commission for 227,454.83 miles of line operated, including 8,325.97 miles under track-lease rights. The aggregate length of railway mileage, including track-lease rights, was 235,779.80 miles.

The number of railroads for which mileage is included in the report was 2,449. During the year railway companies owning 2,811.65 miles of line were re-organized, merged, or consolidated. The corresponding figure for the year 1926 was 4,054.14 miles.

EQUIPMENT. On June 30th, 1927, there were in the service of the carriers 65,338 locomotives, the increase being 3,124. These locomotives, excluding 1,235, were classified as: Passenger, 12,814; freight, 32,073; switching, 9,227.

The total number of cars of all classes was 2,126,594, or 167,482 more than for the year 1926. This rolling stock was thus assigned: Passenger service, 43,974 cars; freight service, 1,911,547 cars; and switching service, 174,073 cars.

The average number of locomotives per 1,000 miles of line was 292 and the average number of cars per 1,000 miles of line was 955.

The number of locomotives and cars in the service of the railways aggregated 2,181,982, of which 2,059,126 were fitted with train brakes, or an increase of 231,637 over the previous year, and 212,324 were fitted with automatic couplers, or an increase of 168,728.

EMPLOYEES.

The number of persons reported as on the pay rolls of the railways in the United States on June 30th, 1927, was 1,872,924, an increase of 73,505 over the average of 745 employees per 100 miles of line.

The report includes summaries showing the average daily composition of 18 classes of employees for a series of years, and also the aggregate amount of compensation returned for the several classes. The total amount of wages and salaries reported as paid to employees during the year ending June 30th, 1927, was \$1,072,388,427.

PUBLIC SERVICE OF RAILWAYS.

The report shows that the number of passengers carried by the railways during year ending June 30th, 1927, was 878,905,133, this item being 157,959,017 more than for the year ending June 30th, 1926. The passenger mileage, or the number of passengers carried 1 mile, was 27,125,242,629, the increase being 3,551,213,139 passenger-miles.

The number of tons of freight shown as carried (including freight received from connections) was 1,796,326,659, which exceeds the tonnage of the year 1926 by 164,962,440 tons.

The average revenue per passenger per mile for the year ending June 30th, 1927, was 2.014 cents. For the preceding year the average was 1.995 cent. The average revenue per ton per mile was 0.765 cent; the like average for the year 1926 was 0.746 cent.

EARNINGS AND EXPENSES.

The gross earnings of the railways

in the United States from the operation of 227,454.83 miles of line were, for the year ending June 30th, 1927, \$2,589,105,578, being \$262,340,411 greater than for the year 1926. Their operating expenses were \$1,748,515,414, or \$113,232,543 more than in 1926.

The following figures present a statement of gross earnings in detail and show the increases of the several items over those of the previous year. For 1927 passenger revenues, \$354,606,843—increase, \$34,573,760; mail, \$50,378,964—increase, \$3,007,511; express, \$57,332,931—increase, \$6,222,001; other earnings from passenger service, \$12,674,899—increase, \$1,340,652; freight revenues, \$1,123,841,958—increase, \$183,265,343; other earnings from freight service, \$6,113,648—increase, \$468,426; other earnings from operation, including unclassified items, \$74,448,732—increase, \$14,942,708.

The operating expenses were assigned to four general classes as follows: For maintenance of way and structures, \$243,544,907; maintenance of equipment, \$268,061,728; conducting transportation, \$170,952,824; and other expenses, \$38,487,653. Operating expenses averaged \$7.687 per mile of line, this average showing an increase of \$755 per mile in comparison with the year 1926.

THE NET INCOME. The income from operation, or the net earnings of the railways, amounted to \$840,589,764. This amount exceeds the corresponding one for the previous year by \$31,701,868. The net earnings per mile of line for 1927 averaged \$3.698; for 1926, \$3.518, and for 1925, \$3.139.

The amount of dividends declared during the year under review (including 149,297 representing other earnings to stockholders) was \$206,127,824, less as the surplus from the operations of year ending June 30th, 1927, \$141,232,264. The surplus from operations as shown for the preceding year was \$112,344,761.

The preceding figures for the income and the expenses of the railways are compiled from the annual reports of leased roads as well as of operating roads, and include duplications in certain items of income and also of expenditures on account of the railroads considered as a single system. Interest on interrelated payments are substantially eliminated.

The complete report includes a summary showing the total taxes and assessments of the railways by states, and also an analysis showing the basis of assessment.

RAILWAY ACCIDENTS.

In their annual reports to the Interstate Commerce Commission, carriers include returns for all casualties to passengers, employees, trespassers, and other persons. The following figures are given for general classes of railway accidents in the Commission's Annual Bulletin, based on monthly reports since the latter relate chiefly to casualties to passengers and to employees while on duty on or about trains.

The total number of casualties to persons on the railways for the year ending June 30th, 1927, was 122,850, of which 11,829 represented the number of persons killed and 111,018 the number of persons injured.

Among three general classes of railway employees, as follows: Trainmen, 2,537 killed and 40,755 injured; switch tenders, crossing tenders, and watchmen, 167 killed and 1,091 injured; other employees, 1,828 killed and 15,292 injured.

PASSENGERS KILLED.

The number of passengers killed in the course of the year 1927 was 610 and the number injured 19,441. During the previous year 359 passengers were killed and 19,764 injured. There were 276 passengers killed and 8,113 injured because of collisions and 111 killed and 147 injured because of jumping on or off trains, locomotives, or cars in motion.

The casualties connected with equipment, crossing tenders, and watchmen killed, 147; injured, 1,191. The casualties connected with equipment, crossing tenders, and watchmen killed, 147; injured, 1,191. The casualties connected with equipment, crossing tenders, and watchmen killed, 147; injured, 1,191.

that 1 trainman was killed for every 125 employed and 1 was injured for every 8 employed. In 1927, 1 passenger was killed for every 4,432.531 carried, and 1 injured for every 67,812 carried. For 1926 the figures show that 2,222,581 passengers were carried for 1 killed, and 74,131 passengers were carried for 1 injured.

DOINGS AT DAVIDSON.

Annual Picnic Will Be Held Earlier Than Usual This Year—An Ice War on in the Town—Personal Notes.

Special to The Observer. Davidson, July 16.—The town's annual picnic is being well advertised throughout the surrounding neighborhoods and territory. Heretofore the date has been so late that most people had become somewhat surfeited with such outings and picnic holidays and for this reason the crowd has not been as large as it otherwise would have been.

President Smith is being highly interested and pleased by the sale of the stock. Heretofore the sale of it has been in the hands of one dealer. The other day the new or changed firm at the beef market announced its purpose to deal in this commodity and gave notice that it would deliver the lot at half a cent and in small quantities, if so desired.

The Davidson public has been greatly interested and pleased by the sale of the stock. Heretofore the sale of it has been in the hands of one dealer. The other day the new or changed firm at the beef market announced its purpose to deal in this commodity and gave notice that it would deliver the lot at half a cent and in small quantities, if so desired.

President Smith is being highly interested and pleased by the sale of the stock. Heretofore the sale of it has been in the hands of one dealer. The other day the new or changed firm at the beef market announced its purpose to deal in this commodity and gave notice that it would deliver the lot at half a cent and in small quantities, if so desired.

WILMINGTON MEN FIGHT.

Business Transaction Causes Scrap, and Services of Physician Are Needed. Special to The Observer.

Wilmington, July 16.—S. P. McNair, a leading wholesale grocer and fruit boat user, and T. D. Love, secretary and treasurer and general manager of the Wilmington Iron Works, engaged in a personal difficulty over a business transaction on the wharf of the steamer Lyon and Fayetteville here this morning. As a result of which McNair struck Love over the head with a chair and Love fell with a fractured skull.

The total number of casualties to persons on the railways for the year ending June 30th, 1927, was 122,850, of which 11,829 represented the number of persons killed and 111,018 the number of persons injured.



Get Busy—Drink PEPSI-COLA DELICIOUS-HEALTHFUL 5c Business men find this pure, delicious drink wonderfully refreshing and bracing in hot weather. It overcomes fatigue and exhaustion. Keep it in the office and it will keep you fit for work.

Rheumatism This is often a disease of the blood, though not always. It attacks usually the joints and tissue and causes a deposit of uric acid. In its acute stage it is one of much pain and suffering...

SCHLITZ "The Beer that made Milwaukee Famous." BIGBIE BROS. & CO. (Inc.) LYNCHBURG, VA. (Wholesale Liquor Dealers.)

FINE WHISKIES AT FULL VALUES I don't cut the quality of whiskey in order to pay express. I GIVE YOU FULL VALUE IN THE WHISKEY ITSELF! E. B. GIBSON FINE WINES AND LIQUORS

COOL OFF Spend the Summer Days in the delightful resorts in New York State—by mountain, lake or river. Adirondack Mountains or Thousand Islands in the St. Lawrence River

Table of train routes and fares for Southern Railway. Includes destinations like Asheville, Blacksburg, and Hot Springs with corresponding rates.

Excursion Rates to Stanley Creek, N. C., July 18, 1928. Account Annual Picnic and Old Soldiers' Reunion of the Seaboard will sell round trip tickets to Stanley Creek...

SEABOARD These arrivals and departures as well as the time and connection with other companies, are given only as information...

Table of train schedules for Norfolk & Western Railway. Lists various routes, times, and connecting lines.