

*Mr. Hitchcock*

PUBLIC ROADS ADMINISTRATION  
FEDERAL WORKS AGENCY

INFORMATIONAL MEMORANDUM NO. 77

DATE: NOVEMBER 29, 1944

SUBJECT: TRAFFIC VOLUME TRENDS

The preliminary data for October 1944 indicate that traffic on rural roads continued to follow closely the pattern for 1943. During that month it was slightly higher than in the corresponding month of 1943. Traffic in the eastern portion of the country decreased 1.6 percent, that in the central portion increased 1.7 percent, and that in the western portion increased 0.5 percent. Traffic in the entire country increased 0.5 percent.

Comparisons of city traffic in October 1944 with that in October 1943 are as follows:

3 stations in Detroit, Michigan -2.7  
10 stations in Washington, D. C. +1.2

H. S. FAIRBANK, DEPUTY COMMISSIONER,  
PUBLIC ROADS ADMINISTRATION.

Attachments.

[Faint, illegible text covering the majority of the page]



TABLE 1.--PRELIMINARY SUMMARY OF AUTOMATIC TRAFFIC RECORDER DATA FOR  
OCTOBER 1944 INCLUDING 550 STATIONS IN 42 STATES<sup>1</sup>

Type of highway and State	Number of stations	Percentage change from Oct. 1943	Type of highway and State	Number of stations	Percentage change from Oct. 1943
<i>STATE HIGHWAYS</i>			<i>STATE HIGHWAYS (Continued)</i>		
Alabama	8	+ 5.2	Virginia	4	-12.0
Arizona	5	+ 3.9	Washington	9	- 2.9
Arkansas	20	+ 6.6	West Virginia	11	+ 3.0
California	8	- 2.4	Wisconsin	9	+ 7.8
Colorado	6	+20.5	Wyoming	4	+17.5
Connecticut	17	- 6.2			
Delaware	4	+ 2.1			
Georgia	6	+ 4.3			
Idaho	8	+ 5.8			
Illinois	5	- 0.7			
Iowa	24	+ 5.1			
Kansas	10	+12.1			
Kentucky	13	+ 0.4			
Louisiana	8	- 4.2			
Maine	10	- 0.4			
Maryland	16	- 3.5			
Massachusetts	8	- 1.9			
Michigan	26	- 4.2			
Mississippi	10	+ 7.0			
Montana	12	- 1.4			
Nebraska	10	+ 1.7			
Nevada <sup>2</sup>	12	-15.4			
New Mexico	12	+ 8.6			
New York	3	- 8.2			
North Carolina	20	- 0.1			
North Dakota	10	+ 5.1			
Ohio	28	+ 1.3			
Oklahoma	20	+ 0.9			
Oregon	2	+ 9.9			
Pennsylvania	30	- 0.5			
Rhode Island	3	+ 4.0			
South Carolina	5	+ 1.4			
South Dakota	10	+ 6.8			
Tennessee	2	-20.4			
Texas	72	+ 0.6			
Utah	7	- 1.7			
Vermont	9	+ 4.2			
			<i>TOTAL - 42 STATES<sup>1</sup></i>	516	- 0.3
			<i>LOCAL HIGHWAYS</i>		
			Alabama <sup>2</sup>	2	+57.1
			Connecticut	3	- 4.9
			Georgia	4	-13.4
			Iowa	10	-11.9
			Maryland	1	+12.9
			Massachusetts	1	+28.2
			Michigan	2	+13.2
			Montana	2	- 3.8
			Nebraska	1	+40.6
			North Dakota	2	+ 0.6
			Ohio	1	+ 5.6
			Oregon	1	+ 3.5
			Rhode Island	1	-24.1
			Tennessee	1	+ 6.2
			Wisconsin	2	- 4.3
			<i>TOTAL - 15 STATES</i>	34	+ 2.4
			<i>ALL HIGHWAYS 42 STATES</i>	550	+ 0.5
			<i>3 EASTERN REGIONS</i>	156	- 1.6
			<i>4 CENTRAL REGIONS</i>	306	+ 1.7
			<i>2 WESTERN REGIONS</i>	88	+ 0.5

<sup>1</sup>Includes all States except Florida, Indiana, Missouri, Minnesota, New Hampshire, and New Jersey.

<sup>2</sup>Abnormal conditions in 1943 or 1944 affected 2 counts in the following States: Alabama, excluding station 3, the increase on local highways is 2.3 percent. Nevada, excluding station 110, there is an increase of 2.1 percent.



TABLE 2.--REVISED SUMMARY OF AUTOMATIC TRAFFIC RECORDER DATA FOR  
SEPTEMBER 1944 INCLUDING 632 STATIONS IN 46 STATES<sup>1</sup>

Region and State	Number of stations	Percentage change from Sept. 1943	Region and State	Number of stations	Percentage change from Sept. 1943
<b>NEW ENGLAND</b>			<b>EAST SOUTH CENTRAL</b>		
Connecticut	20	- 6.4	Alabama <sup>2</sup>	8	+11.0
Maine	19	- 5.1	Kentucky	13	+ 0.2
Massachusetts	9	- 3.5	Mississippi	10	+ 4.1
New Hampshire <sup>3</sup>	18	+16.7	Tennessee	3	-21.4
Rhode Island	3	+ 4.7	Subtotal	34	+ 0.9
Vermont	8	+ 0.9	<b>WEST SOUTH CENTRAL</b>		
Subtotal	68	- 2.1	Arkansas	21	+ 2.2
<b>MIDDLE ATLANTIC</b>			Louisiana	8	- 2.0
New York	12	- 6.0	Oklahoma	20	+ 0.2
Pennsylvania	30	- 1.3	Texas	71	- 0.8
Subtotal	42	- 3.3	Subtotal	120	- 0.5
<b>SOUTH ATLANTIC</b>			<b>MOUNTAIN</b>		
Delaware	4	+ 2.0	Arizona	5	- 3.1
Maryland	17	- 2.8	Colorado	5	+ 5.3
Virginia	5	- 4.5	Idaho	7	-11.1
West Virginia	11	- 2.2	Montana	14	- 1.4
Subtotal north portion	37	- 2.3	Nevada <sup>2</sup>	12	-18.4
Florida	17	+ 7.0	New Mexico	12	+ 4.1
Georgia	9	- 3.0	Utah	8	- 9.4
North Carolina	20	- 4.6	Wyoming	4	+ 6.0
South Carolina	5	- 2.0	Subtotal	67	- 4.0
Subtotal south portion	51	- 0.7	<b>PACIFIC</b>		
Subtotal region	88	- 1.6	California	7	- 7.5
<b>EAST NORTH CENTRAL</b>			Oregon	4	+ 1.5
Illinois	3	+ 1.0	Washington	9	- 9.2
Indiana	23	- 4.2	Subtotal	30	- 7.1
Michigan	28	- 2.8	<b>TOTAL ALL STATES<sup>2</sup></b>	<b>632</b>	<b>- 2.1</b>
Ohio	25	- 0.7	<b>STATE HIGHWAYS<sup>2</sup></b>	<b>596</b>	<b>- 3.9</b>
Wisconsin	11	+ 5.6	<b>LOCAL HIGHWAYS</b>	<b>36</b>	<b>+ 2.4</b>
Subtotal	90	- 1.5	<b>3 WESTERN REGIONS</b>	<b>198</b>	<b>- 2.3</b>
<b>WEST NORTH CENTRAL</b>			<b>4 CENTRAL REGIONS</b>	<b>347</b>	<b>- 0.7</b>
Iowa	36	- 0.3	<b>2 WESTERN REGIONS</b>	<b>87</b>	<b>- 6.0</b>
Kansas	8	+ 6.8			
Missouri	26	- 4.9			
Nebraska	11	+ 2.8			
North Dakota	12	+ 2.4			
South Dakota	10	+ 3.5			
Subtotal	103	- 0.7			

<sup>1</sup>Includes all States except the following: Minnesota and New Jersey.

<sup>2</sup>Abnormal conditions in 1943 or 1944 affected 2 counts in the following States: Alabama, excluding local station 3, the increase is 7.6 percent. Nevada, excluding local station 110, the decrease is 1.6 percent.

<sup>3</sup>New Hampshire - 9 days only.

STATE OF CALIFORNIA  
DEPARTMENT OF REVENUE

Year	Month	Day	Amount	Description	Reference
1910	1	1	100.00	...	...
1910	1	2	100.00	...	...
1910	1	3	100.00	...	...
1910	1	4	100.00	...	...
1910	1	5	100.00	...	...
1910	1	6	100.00	...	...
1910	1	7	100.00	...	...
1910	1	8	100.00	...	...
1910	1	9	100.00	...	...
1910	1	10	100.00	...	...
1910	1	11	100.00	...	...
1910	1	12	100.00	...	...
1910	1	13	100.00	...	...
1910	1	14	100.00	...	...
1910	1	15	100.00	...	...
1910	1	16	100.00	...	...
1910	1	17	100.00	...	...
1910	1	18	100.00	...	...
1910	1	19	100.00	...	...
1910	1	20	100.00	...	...
1910	1	21	100.00	...	...
1910	1	22	100.00	...	...
1910	1	23	100.00	...	...
1910	1	24	100.00	...	...
1910	1	25	100.00	...	...
1910	1	26	100.00	...	...
1910	1	27	100.00	...	...
1910	1	28	100.00	...	...
1910	1	29	100.00	...	...
1910	1	30	100.00	...	...
1910	1	31	100.00	...	...
1910	2	1	100.00	...	...
1910	2	2	100.00	...	...
1910	2	3	100.00	...	...
1910	2	4	100.00	...	...
1910	2	5	100.00	...	...
1910	2	6	100.00	...	...
1910	2	7	100.00	...	...
1910	2	8	100.00	...	...
1910	2	9	100.00	...	...
1910	2	10	100.00	...	...
1910	2	11	100.00	...	...
1910	2	12	100.00	...	...
1910	2	13	100.00	...	...
1910	2	14	100.00	...	...
1910	2	15	100.00	...	...
1910	2	16	100.00	...	...
1910	2	17	100.00	...	...
1910	2	18	100.00	...	...
1910	2	19	100.00	...	...
1910	2	20	100.00	...	...
1910	2	21	100.00	...	...
1910	2	22	100.00	...	...
1910	2	23	100.00	...	...
1910	2	24	100.00	...	...
1910	2	25	100.00	...	...
1910	2	26	100.00	...	...
1910	2	27	100.00	...	...
1910	2	28	100.00	...	...
1910	2	29	100.00	...	...
1910	2	30	100.00	...	...
1910	2	31	100.00	...	...
1910	3	1	100.00	...	...
1910	3	2	100.00	...	...
1910	3	3	100.00	...	...
1910	3	4	100.00	...	...
1910	3	5	100.00	...	...
1910	3	6	100.00	...	...
1910	3	7	100.00	...	...
1910	3	8	100.00	...	...
1910	3	9	100.00	...	...
1910	3	10	100.00	...	...
1910	3	11	100.00	...	...
1910	3	12	100.00	...	...
1910	3	13	100.00	...	...
1910	3	14	100.00	...	...
1910	3	15	100.00	...	...
1910	3	16	100.00	...	...
1910	3	17	100.00	...	...
1910	3	18	100.00	...	...
1910	3	19	100.00	...	...
1910	3	20	100.00	...	...
1910	3	21	100.00	...	...
1910	3	22	100.00	...	...
1910	3	23	100.00	...	...
1910	3	24	100.00	...	...
1910	3	25	100.00	...	...
1910	3	26	100.00	...	...
1910	3	27	100.00	...	...
1910	3	28	100.00	...	...
1910	3	29	100.00	...	...
1910	3	30	100.00	...	...
1910	3	31	100.00	...	...
1910	4	1	100.00	...	...
1910	4	2	100.00	...	...
1910	4	3	100.00	...	...
1910	4	4	100.00	...	...
1910	4	5	100.00	...	...
1910	4	6	100.00	...	...
1910	4	7	100.00	...	...
1910	4	8	100.00	...	...
1910	4	9	100.00	...	...
1910	4	10	100.00	...	...
1910	4	11	100.00	...	...
1910	4	12	100.00	...	...
1910	4	13	100.00	...	...
1910	4	14	100.00	...	...
1910	4	15	100.00	...	...
1910	4	16	100.00	...	...
1910	4	17	100.00	...	...
1910	4	18	100.00	...	...
1910	4	19	100.00	...	...
1910	4	20	100.00	...	...
1910	4	21	100.00	...	...
1910	4	22	100.00	...	...
1910	4	23	100.00	...	...
1910	4	24	100.00	...	...
1910	4	25	100.00	...	...
1910	4	26	100.00	...	...
1910	4	27	100.00	...	...
1910	4	28	100.00	...	...
1910	4	29	100.00	...	...
1910	4	30	100.00	...	...
1910	4	31	100.00	...	...
1910	5	1	100.00	...	...
1910	5	2	100.00	...	...
1910	5	3	100.00	...	...
1910	5	4	100.00	...	...
1910	5	5	100.00	...	...
1910	5	6	100.00	...	...
1910	5	7	100.00	...	...
1910	5	8	100.00	...	...
1910	5	9	100.00	...	...
1910	5	10	100.00	...	...
1910	5	11	100.00	...	...
1910	5	12	100.00	...	...
1910	5	13	100.00	...	...
1910	5	14	100.00	...	...
1910	5	15	100.00	...	...
1910	5	16	100.00	...	...
1910	5	17	100.00	...	...
1910	5	18	100.00	...	...
1910	5	19	100.00	...	...
1910	5	20	100.00	...	...
1910	5	21	100.00	...	...
1910	5	22	100.00	...	...
1910	5	23	100.00	...	...
1910	5	24	100.00	...	...
1910	5	25	100.00	...	...
1910	5	26	100.00	...	...
1910	5	27	100.00	...	...
1910	5	28	100.00	...	...
1910	5	29	100.00	...	...
1910	5	30	100.00	...	...
1910	5	31	100.00	...	...
1910	6	1	100.00	...	...
1910	6	2	100.00	...	...
1910	6	3	100.00	...	...
1910	6	4	100.00	...	...
1910	6	5	100.00	...	...
1910	6	6	100.00	...	...
1910	6	7	100.00	...	...
1910	6	8	100.00	...	...
1910	6	9	100.00	...	...
1910	6	10	100.00	...	...
1910	6	11	100.00	...	...
1910	6	12	100.00	...	...
1910	6	13	100.00	...	...
1910	6	14	100.00	...	...
1910	6	15	100.00	...	...
1910	6	16	100.00	...	...
1910	6	17	100.00	...	...
1910	6	18	100.00	...	...
1910	6	19	100.00	...	...
1910	6	20	100.00	...	...
1910	6	21	100.00	...	...
1910	6	22	100.00	...	...
1910	6	23	100.00	...	...
1910	6	24	100.00	...	...
1910	6	25	100.00	...	...
1910	6	26	100.00	...	...
1910	6	27	100.00	...	...
1910	6	28	100.00	...	...
1910	6	29	100.00	...	...
1910	6	30	100.00	...	...
1910	6	31	100.00	...	...
1910	7	1	100.00	...	...
1910	7	2	100.00	...	...
1910	7	3	100.00	...	...
1910	7	4	100.00	...	...
1910	7	5	100.00	...	...
1910	7	6	100.00	...	...
1910	7	7	100.00	...	...
1910	7	8	100.00	...	...
1910	7	9	100.00	...	...
1910	7	10	100.00	...	...
1910	7	11	100.00	...	...
1910	7	12	100.00	...	...
1910	7	13	100.00	...	...
1910	7	14	100.00	...	...
1910	7	15	100.00	...	...
1910	7	16	100.00	...	...
1910	7	17	100.00	...	...
1910	7	18	100.00	...	...
1910	7	19	100.00	...	...
1910	7	20	100.00	...	...
1910	7	21	100.00	...	...
1910	7	22	100.00	...	...
1910	7	23	100.00	...	...
1910	7	24	100.00	...	...
1910	7	25	100.00	...	...
1910	7	26	100.00	...	...
1910	7	27	100.00	...	...
1910	7	28	100.00	...	...
1910	7	29	100.00	...	...
1910	7	30	100.00	...	...
1910	7	31	100.00	...	...
1910	8	1	100.00	...	...
1910	8	2	100.00	...	...
1910	8	3	10		

TABLE 3.--NUMBER OF VEHICLES, CLASSIFIED BY TYPES, USING TOLL FACILITIES AND DRAWBRIDGES IN OCTOBER 1944 COMPARED WITH THOSE IN OCTOBER 1943 AND 1941.

Facilities	October 1944			Percentage change from 1943			Percentage change from 1941		
	Total	Passenger cars	Trucks and busses	Total	Passenger cars	Trucks and busses	Total	Passenger cars	Trucks and busses
<b>THREE EASTERN REGIONS</b>									
3 in the New England States	33,298	30,247	3,051	- 4.0	- 4.9	+ 6.2	-36.3	-38.0	-12.1
8 in the Middle Atlantic States	1,875,950	1,577,744	298,206	+ 3.0	+ 2.8	+ 4.1	-27.9	-31.2	- 2.5
Fleetwood Viaduct, Westchester County, New York	174,942	174,942	---	+ 7.7	+ 7.7	--	-50.0	-50.0	--
7 in the South Atlantic States	311,459	234,772	76,687	- 3.9	- 0.3	-13.2	-27.8	+32.8	- 7.0
TOTAL - 19 facilities in the Eastern States <sup>1</sup>	2,395,649	2,017,705	377,944	+ 2.3	+ 2.7	+ 0.1	-30.2	-33.7	- 3.5
TOTAL - 24 facilities in the Eastern States	2,709,411	2,283,601	425,810	+ 2.8	+ 3.2	+ 0.6			
<b>FOUR CENTRAL REGIONS</b>									
6 on the Great Lakes Canadian Border <sup>2</sup>	364,759	320,177	44,582	+25.3	+26.4	+18.0	+ 3.1	- 1.1	+49.0
3 in the Great Lakes Region	112,463	82,453	30,010	- 0.7	+11.9	-24.1	-13.5	-25.7	+57.4
Subtotal - 9 facilities	477,222	402,630	74,592	+18.0	+28.1	- 3.5	- 1.3	- 7.4	+52.2
9 on the Ohio River <sup>3</sup>	769,557	650,221	119,336	+ 7.1	+ 7.7	+ 3.6	-22.8	-24.2	-14.1
9 in Kentucky	133,431	103,853	29,578	+ 3.2	+ 3.2	+ 3.3	-26.7	-29.9	-12.7
Subtotal - 18 facilities	902,988	754,074	148,914	+ 6.5	+ 7.1	+ 3.6	-23.4	-25.0	-13.8
9 on the Mississippi and St. Croix Rivers, St. Louis and north	436,794	364,218	72,576	- 2.6	- 1.5	- 5.6	-41.0	-42.7	-30.8
3 on the Mississippi River south of St. Louis	77,518	56,473	21,045	+26.6	+25.9	+28.6	+ 2.9	+ 9.0	-10.6
Subtotal - 12 facilities	514,312	420,691	93,621	+ 0.9	+ 1.5	- 1.4	-36.9	-38.8	-27.1
3 on the Missouri River	109,720	86,110	23,610	+ 7.5	+ 9.8	0.0 <sup>4</sup>	- 4.7	- 3.5	- 8.6
2 in the Missouri River area	2,992	2,426	566	+26.9	+31.3	+11.2	-23.8	-29.5	+16.0
Subtotal - 5 facilities	112,712	88,536	24,176	+ 8.0	+10.3	+ 0.3	- 5.3	- 4.5	- 8.1
TOTAL - 44 facilities in the Central States <sup>1</sup>	2,007,234	1,665,931	341,303	+ 7.6	+ 9.2	+ 0.3	-22.7	-25.0	- 9.4
TOTAL - 47 facilities in the Central States	2,149,959	1,775,731	374,228	+ 7.5	+ 9.2	+ 0.2			
<b>TWO WESTERN REGIONS</b>									
4 in California	2,158,956	1,876,102	282,854	- 2.6	- 4.0	+ 8.0	-14.6	-18.6	+23.4
4 in the Oregon--Washington area	211,306	178,343	32,963	+ 4.4	+ 5.0	+ 0.9	+ 1.1	- 4.0	+41.7
TOTAL - 8 facilities in the Western States	2,370,262	2,054,445	315,817	- 2.0	- 3.3	+ 7.2	-13.4	-17.3	+25.1
TOTAL - 71 facilities in the United States <sup>1</sup>	6,773,145	5,738,081	1,035,064	+ 2.2	+ 2.2	+ 2.2	-22.8	-25.9	+ 1.4
TOTAL - 79 facilities in the United States	7,229,632	6,113,777	1,115,855	+ 2.5	+ 2.5	+ 2.3			
4 facilities reporting only total traffic	201,399			- 0.3					
32 drawbridges in Eastern North Carolina (not toll) based on one 8-hour week day count at each bridge.	17,949	11,942	6,007	+ 5.6	+ 5.5	+ 5.7	-17.5	-22.6	- 5.1

<sup>1</sup>These facilities have comparative data for 1944, 1943, and 1941, and are included in the larger total below.

<sup>2</sup>Three of these facilities are in Western New York and therefore are related to similar facilities in the Central States.

<sup>3</sup>Five of these facilities are between Ohio and West Virginia.

<sup>4</sup>Less than +0.05.

Year	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100																				
Population	150,000,000	155,000,000	160,000,000	165,000,000	170,000,000	175,000,000	180,000,000	185,000,000	190,000,000	195,000,000	200,000,000	205,000,000	210,000,000	215,000,000	220,000,000	225,000,000	230,000,000	235,000,000	240,000,000	245,000,000	250,000,000	255,000,000	260,000,000	265,000,000	270,000,000	275,000,000	280,000,000	285,000,000	290,000,000	295,000,000	300,000,000	305,000,000	310,000,000	315,000,000	320,000,000	325,000,000	330,000,000	335,000,000	340,000,000	345,000,000	350,000,000	355,000,000	360,000,000	365,000,000	370,000,000	375,000,000	380,000,000	385,000,000	390,000,000	395,000,000	400,000,000	405,000,000	410,000,000	415,000,000	420,000,000	425,000,000	430,000,000	435,000,000	440,000,000	445,000,000	450,000,000	455,000,000	460,000,000	465,000,000	470,000,000	475,000,000	480,000,000	485,000,000	490,000,000	495,000,000	500,000,000	505,000,000	510,000,000	515,000,000	520,000,000	525,000,000	530,000,000	535,000,000	540,000,000	545,000,000	550,000,000	555,000,000	560,000,000	565,000,000	570,000,000	575,000,000	580,000,000	585,000,000	590,000,000	595,000,000	600,000,000	605,000,000	610,000,000	615,000,000	620,000,000	625,000,000	630,000,000	635,000,000	640,000,000	645,000,000	650,000,000	655,000,000	660,000,000	665,000,000	670,000,000	675,000,000	680,000,000	685,000,000	690,000,000	695,000,000	700,000,000	705,000,000	710,000,000	715,000,000	720,000,000	725,000,000	730,000,000	735,000,000	740,000,000	745,000,000	750,000,000	755,000,000	760,000,000	765,000,000	770,000,000	775,000,000	780,000,000	785,000,000	790,000,000	795,000,000	800,000,000	805,000,000	810,000,000	815,000,000	820,000,000	825,000,000	830,000,000	835,000,000	840,000,000	845,000,000	850,000,000	855,000,000	860,000,000	865,000,000	870,000,000	875,000,000	880,000,000	885,000,000	890,000,000	895,000,000	900,000,000	905,000,000	910,000,000	915,000,000	920,000,000	925,000,000	930,000,000	935,000,000	940,000,000	945,000,000	950,000,000	955,000,000	960,000,000	965,000,000	970,000,000	975,000,000	980,000,000	985,000,000	990,000,000	995,000,000	1,000,000,000
GDP	1,000,000,000,000	1,100,000,000,000	1,200,000,000,000	1,300,000,000,000	1,400,000,000,000	1,500,000,000,000	1,600,000,000,000	1,700,000,000,000	1,800,000,000,000	1,900,000,000,000	2,000,000,000,000	2,100,000,000,000	2,200,000,000,000	2,300,000,000,000	2,400,000,000,000	2,500,000,000,000	2,600,000,000,000	2,700,000,000,000	2,800,000,000,000	2,900,000,000,000	3,000,000,000,000	3,100,000,000,000	3,200,000,000,000	3,300,000,000,000	3,400,000,000,000	3,500,000,000,000	3,600,000,000,000	3,700,000,000,000	3,800,000,000,000	3,900,000,000,000	4,000,000,000,000	4,100,000,000,000	4,200,000,000,000	4,300,000,000,000	4,400,000,000,000	4,500,000,000,000	4,600,000,000,000	4,700,000,000,000	4,800,000,000,000	4,900,000,000,000	5,000,000,000,000	5,100,000,000,000	5,200,000,000,000	5,300,000,000,000	5,400,000,000,000	5,500,000,000,000	5,600,000,000,000	5,700,000,000,000	5,800,000,000,000	5,900,000,000,000	6,000,000,000,000	6,100,000,000,000	6,200,000,000,000	6,300,000,000,000	6,400,000,000,000	6,500,000,000,000	6,600,000,000,000	6,700,000,000,000	6,800,000,000,000	6,900,000,000,000	7,000,000,000,000	7,100,000,000,000	7,200,000,000,000	7,300,000,000,000	7,400,000,000,000	7,500,000,000,000	7,600,000,000,000	7,700,000,000,000	7,800,000,000,000	7,900,000,000,000	8,000,000,000,000	8,100,000,000,000	8,200,000,000,000	8,300,000,000,000	8,400,000,000,000	8,500,000,000,000	8,600,000,000,000	8,700,000,000,000	8,800,000,000,000	8,900,000,000,000	9,000,000,000,000	9,100,000,000,000	9,200,000,000,000	9,300,000,000,000	9,400,000,000,000	9,500,000,000,000	9,600,000,000,000	9,700,000,000,000	9,800,000,000,000	9,900,000,000,000	10,000,000,000,000																																																																																
Life Expectancy	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150																																																																	



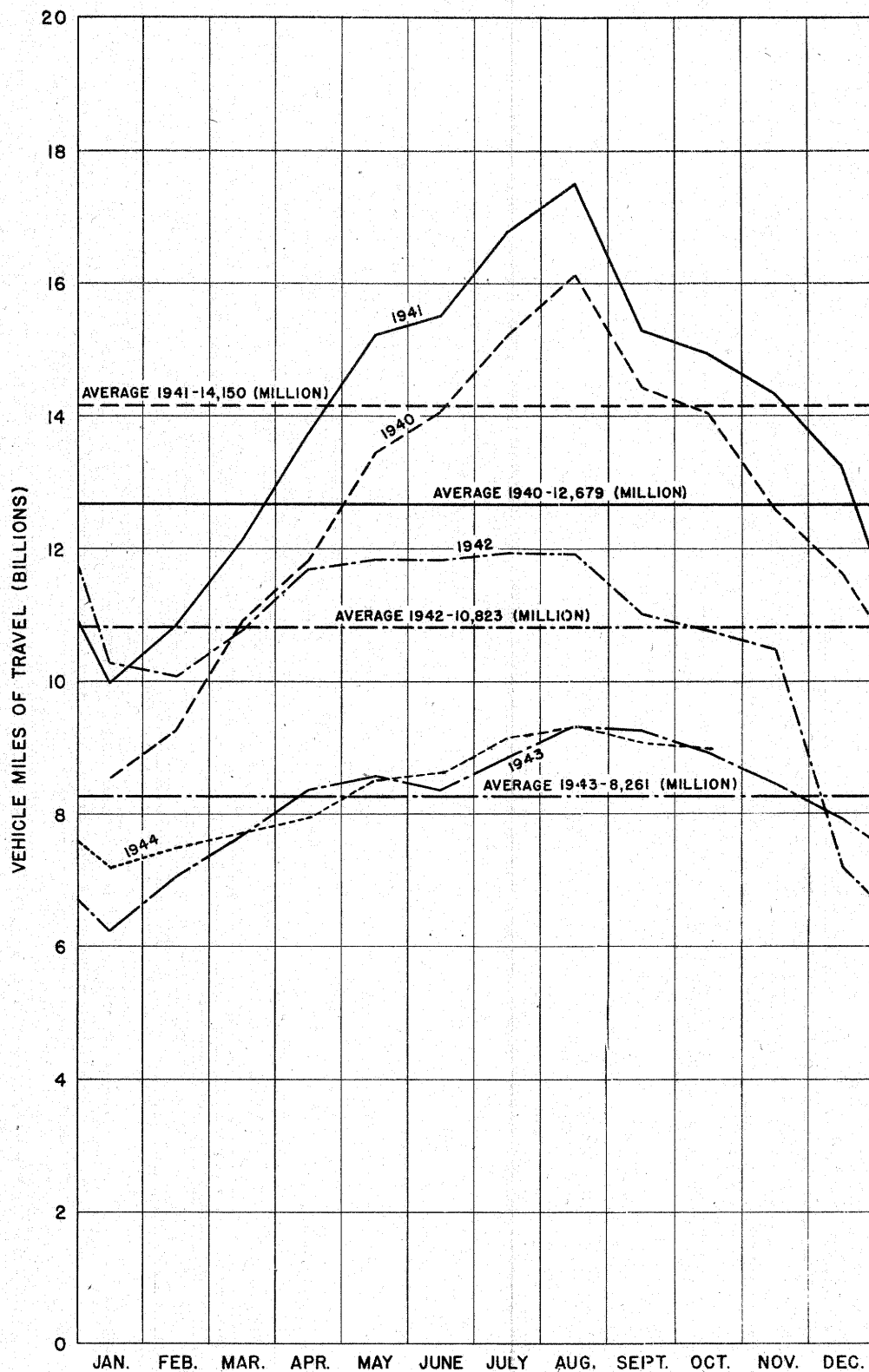
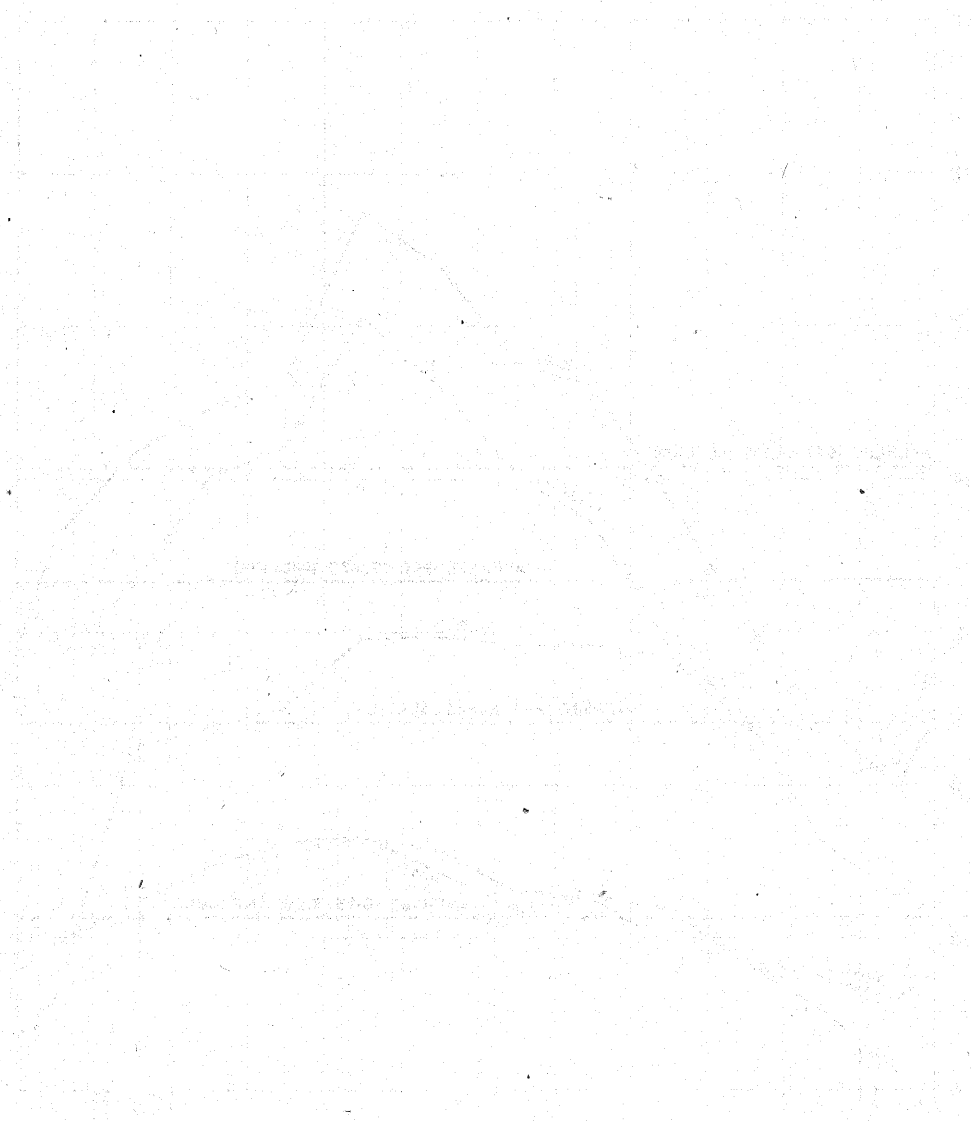


FIGURE I. VEHICLE MILES OF TRAVEL ON ALL RURAL ROADS 1940 TO 1944 BY MONTHS



THE FIRST PART OF THE TRAVEL ON THE  
THE SECOND PART OF THE TRAVEL ON THE

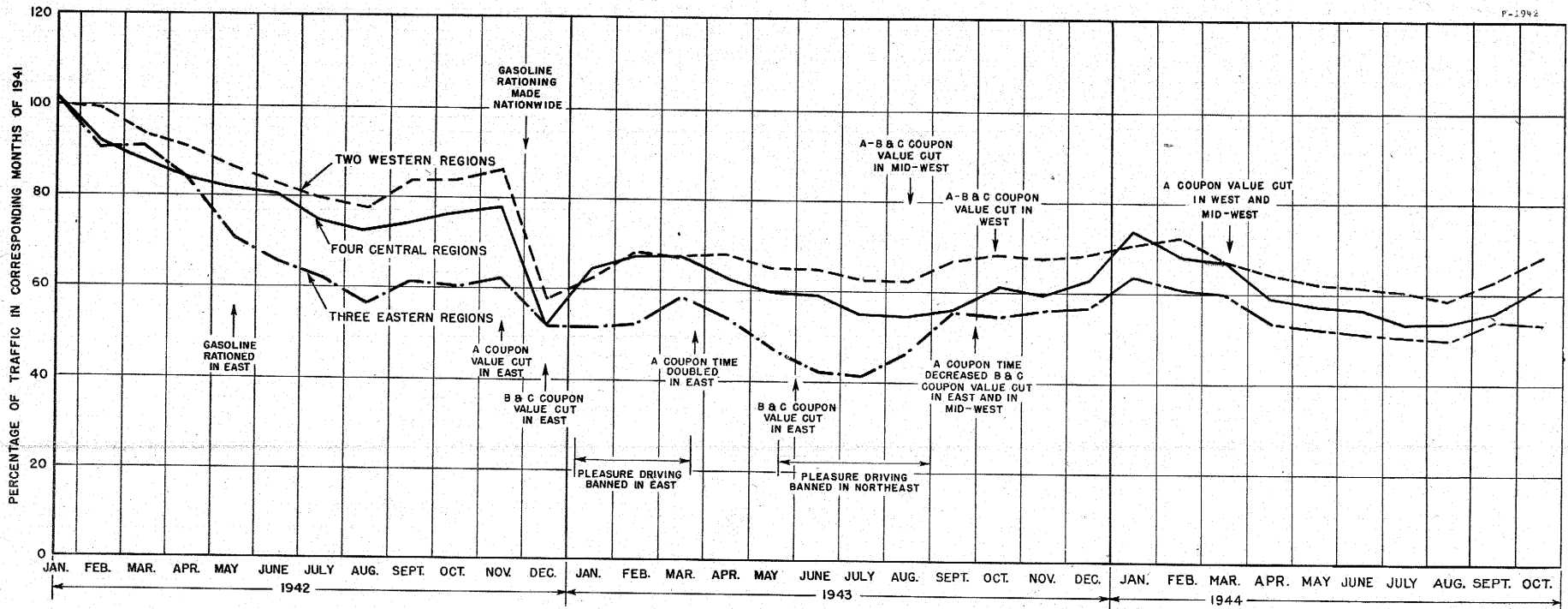


FIGURE 2. PERCENTAGE RELATIONS OF RURAL TRAFFIC IN MONTHS OF 1942, 1943, AND 1944 WITH THAT IN CORRESPONDING MONTHS OF 1941

