

penditures for the four years amounted to \$3,117,000,000, equivalent to an annual average approximating \$780,000,000. The expenditure of \$754,000,000 in 1925 was slightly under the four-year average.

## II. RESULTING BENEFITS FROM CAPITAL EXPENDITURES

What practical benefits, in the way of physical improvements, increased operating efficiency, and financial return, have the railroads and the public received from the expenditure of these vast sums of money, amounting to three-quarters of a billion dollars in 1925 alone, and more than three billions during the past four years?

To answer this question, attention may be directed first toward some of the physical additions made during the four years since 1922. These additions consist primarily of new trackage, new locomotives, and new freight and passenger cars.

### *New Railway Mileage*

With respect to miles of railway track constructed in the United States, statistics compiled annually by the Railway Age indicate the following situation:

<i>Year</i>	<i>Railway Mileage Constructed</i>		<i>Total</i>
	<i>First Main Track</i>	<i>Other Main Track</i>	
1922 .....	324	219	543
1923 .....	427	749	1,176
1924 .....	579	535	1,114
1925 .....	644	710	1,354
Total.....	1,974	2,213	4,187

It will be noted that the total mileage constructed in 1923, 1924 and 1925, was in each case more than twice as great as the corresponding total for 1922, and that the total of 1,354 miles in 1925 was larger than for any of the other three years.

### *New Equipment*

Statistics shown in Table II were compiled from the reports of the Interstate Commerce Commission for the years 1922, 1923, and 1924, and from the records of the Car Service Division of the American Railway Association for the year 1925. The number of new units installed and the number retired during each of these years are indicated by classes of equipment, such as locomotives, freight-train cars, and passenger-train cars.

With respect to locomotives, a total of 10,105 new units were installed during the four years, whereas 10,962 were retired. There was thus a net decrease in number of units during the period.